

The Lióngkóng Telegraph.

(ESTABLISHED 1881.)
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August 19, 1913, Temperature a.m. 80, p.m. 82. Humidity...85, 84.

WEATHER FORECAST
FAIR
Barometer 29.88

August 19, 1912, Temperature a.m. 79, p.m. 88. Humidity...91, 86.

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9175 晚九月七日正

WEDNESDAY, AUGUST 20, 1913.

三月二十日香港

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TELEGRAMS.

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NEWS FOR BUSY MEN.

MEXICAN AFFAIRS.

REPORTED ULTIMATUM.

Reuter's [Service to the "Telegraph."] London. Received Aug. 20. Reuter's New York correspondent says a telegram from Mexico City states that the Mexican Government has handed Mr. Lind, the special Commissioner from Washington, a letter demanding recognition, while another letter was sent to Washington direct. These are regarded in New York as an ultimatum, as the United States is given until midnight to recognise the Mexican Government, and it is understood that a refusal will mean the severing of all relations.

Reuter's correspondent at Washington says the officials there deny the receipt of an ultimatum. Mr. Bryan has announced that he has only received news of President Huerta's rejection of the American suggestions for a peaceful settlement of the Revolution.

President Wilson and his Ministers are plainly disappointed at the rejection, and legislators take the view that the Government has done all that a friendly neighbour can, and that the only interest of the United States now is to protect lives and property, claiming indemnity for losses, and withdrawing all American citizens.

An Understanding.

Reuter's New York correspondent states that a conference took place between Mr. Lind and President Huerta last night, and it is believed to have resulted in an understanding which may render possible a continuance of the negotiations.

OBITUARIES.

GENL. SIR M. DILLON.

London. Received Aug. 20. The death in announced of General Sir Martin Dillon, G.C.B., at the age of 78 years.

The deceased General entered the Army in 1843, and reached the rank of General in 1892. His record of service was a remarkably fine one, including actions in the Crimea, the Indian Mutiny, China and Abyssinia. He was formerly Assistant Adjutant General in China.

Professor Graham Kerr.

London. Received Aug. 20. The death is reported of John Graham Kerr, F.R.S., Regius Professor of Zoology at the University of Glasgow since 1902.

Professor Kerr was born in 1869 and was educated at Edinburgh and Cambridge Universities. He spent two years in zoological explorations in South America, especially on the Pilcomayo River and later made a special expedition to the Gran Chaco to investigate the habits and life history of South American Lungfish. From 1897 to 1902 he was Demonstrator in Animal Morphology at Cambridge University, was Walsingham Medalist in 1891 and was a Fellow of Christ's Church, Cambridge, from 1898 to 1904. In this latter year he won the Neil Prize of the Royal Society of Edinburgh.

Governor of Berber.

The death is announced of the Governor of Berber. According to Whitaker's Almanack for this year, the Governor of Berber Province (Sudan) is Capt. C. H. Townsend.

OLYMPIC FUNDS.

GIFT OF \$1,000.

London. Received Aug. 20. The Duke of Westminster has contributed \$1,000 towards the Olympic Funds.

BALKAN AFFAIRS.

GREEK REJOICINGS.

Reuter's [Service to the "Telegraph."] London. Received Aug. 20. Reuter's correspondent at Athens states that unbounded enthusiasm was displayed on the King's entry into the capital. The streets were thronged with crowds carrying miniature Greek flags and laurel branches.

The people broke out into fervent cries of "Long Live Constantine the Great," "Long Live Constantine the Slayer of the Bulgarians."

A royal procession went to the Cathedral, where a Te Deum was sung, and subsequently drove to the Palace, crowds running behind the cortego shouting for joy.

Peace Treaty Ratified.

Reuter's correspondent at Bucharest states that Rumania has ratified the Treaty of Peace.

Powers and Tukey.

Reuter's Sofia correspondent says Bulgaria has been informed that the Powers are concuring measures with a view to compelling Turkey to respect the Treaty of London.

Roumania's Promise.

London. Received Aug. 20. Reuter's correspondent at Sofia states that Roumania has assured Bulgaria that evacuation will be completed by the 26th inst. and that she will indemnify the population against all losses sustained and will hand over the railways to-morrow (Wednesday).

Turkish Denial.

Reuter's correspondent at Constantinople reports that the Grand Vizier emphatically denies that Turkish troops have advanced into Bulgaria in proper, but admits that the right bank of the Maritsa, as well as Demotica and other strategic points northward thereof, have been occupied. He says this is solely to defend the railway which follows the right bank of the Maritsa River.

SOMALILAND PROTECTORATE.

In 1884, a Protectorate was established over the tribes on the Somali Coast, extending from Labadu (Loysiads), half-way between Ras Jibouti and Zeyla, to the 46th meridian E. long. The boundary has been settled by agreements with France, Italy and King Menelik of Abyssinia. Till 1898, the Somaliland Protectorate was administered by the Resident at Aden, as a dependency of the Government of India. In that year, it was transferred to the charge of the Foreign Office, and on 1st April, 1905, to that of the Colonial Office. The chief ports are Barbera, Bulhar and Zeyla. Area about 68,000 square miles.

The Hand waterless plains constitute the principal pastures of the country. The chief source wealth of the people lies in their live stock.

In the beginning of 1901, operations were commenced against a fanatical Somsli leader, the Mullah Mohammed, whereby peace was declared between the dervishes and the neighbouring tribes, both those subject to the Government of Italy and those under the protection of the British Government. The Mullah was given a port on the east coast and was assigned certain territories within the Italian sphere of interest, beyond which he and his dervishes undertook not to encroach.

In the latter part of 1908, some unrest was caused by the unfriendly attitude of the Mullah, and reinforcements were brought into the Protectorate from East Africa, Uganda, Nyasaland and India during 1909.

Arrangements having been made by arming and organising the British protected tribes, to enable them to defend themselves against attack, H.M. Government withdrew all reinforcements from the interior in March, 1910, and administration is now limited to the coast belt, as it was prior to 1901.

HARRY THAW'S ESCAPE.

EVIDENCE OF COLLUSION.

Reuter's [Service to the "Telegraph."] London. Received Aug. 19. Harry Thaw's mother has received a letter from her son implying that he is going to take the rest cure at the Thaw family's country seat in Pennsylvania.

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THE AUSTRIAN EMPEROR.

HIS EFFORTS FOR PEACE.

Reuter's [Service to the "Telegraph."] London. Received Aug. 19. The Kaiser, (hosting the Emperor Francis Joseph, at a banquet in honour of the Austrian Monarch's birthday, at Hamburg, said—"We have to thank in no small measure the Emperor Francis Joseph for the preservation of peace in Europe during the Balkan war. As the faithful ally of Austria-Hungary, this gives us particular cause for rejoicing, and we look hopefully to the future because the might and activity of our old and tried alliance, uniting Germany and Austria-Hungary, will be preserved for the peace of the world.

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The Heir Apparent.

London. Received Aug. 20. Reuter's correspondent at Vienna states that the Emperor, on the occasion of his birthday, has appointed Prince Franz Ferdinand Inspector General of the entire armed forces of the country.

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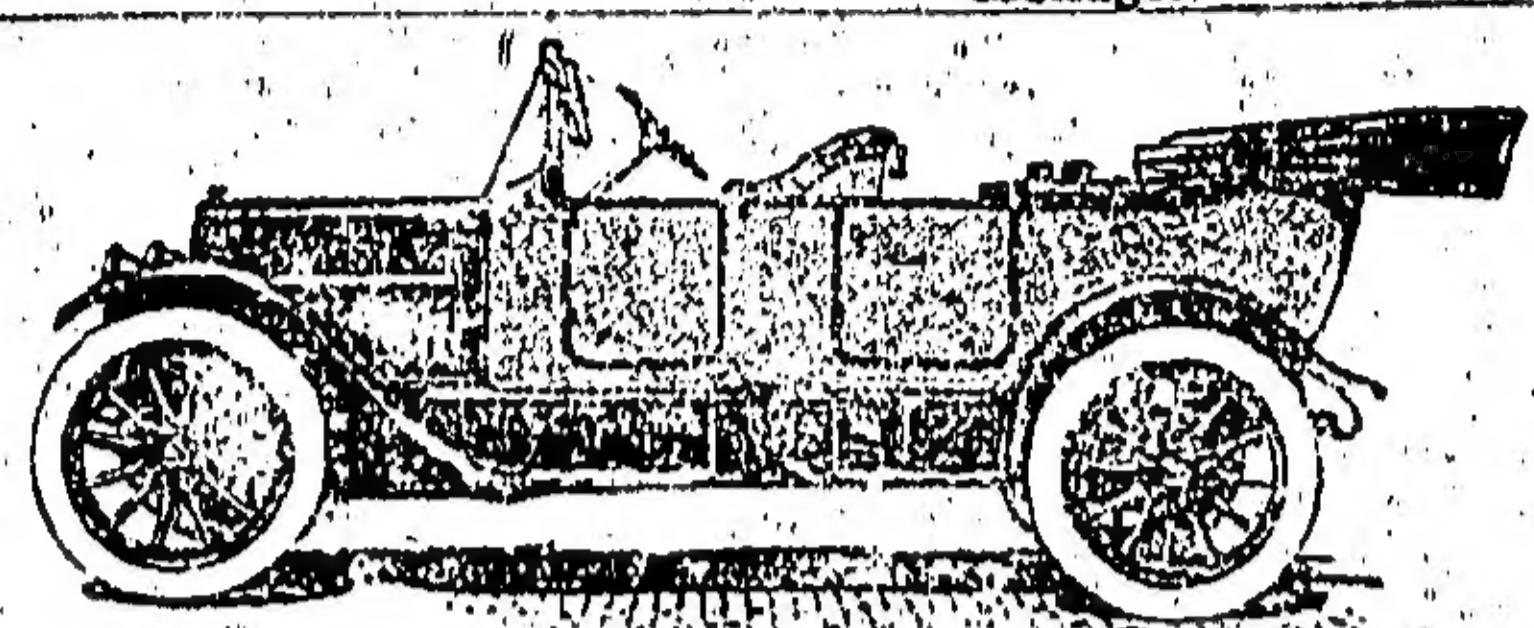
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H. HAYNES,
Manager.

Hongkong, 1st Aug. 1912. [55]

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GENERAL NEWS.

"Crimes Passionels."

Maitre Henri Robert, who has been elected "Batonnier" or official leader of the Paris Bar, in succession to Maitre Labori, of Dreyfus case fame, is the most brilliant French pleader in criminal cases. It is said, in fact, that with him as advocate no person on trial for a "crime passionel" need fear the verdict. A few months ago, at the Université des Annales, he delivered an interesting address in defence of Lady Macbeth, which was a typical example of his methods in court.

Soldier and Politician.

Unionist loses a valuable representative by the death of Colonel John Kennedy, Chairman of the Crewe Division Constitutional Association. Entering the Army in 1857, Colonel Kennedy exchanged in 1867 into the 5th Dragoon Guards, and after his retirement, served for a number of years with the Crewe Railway Battalion. Only a few months ago his great services to the Unionist Party were commemorated by the presentation of a life-size portrait of himself from 900 subscribers.

Vatican and Quirinal.

Quite an interesting problem has been raised by the Pope's purchase of a pine wood outside the Vatican. To reach this property, which he has bought for the purpose of taking exercise, it will be necessary for the Pope to cross a public road, thus violating the 43-year-old tradition that he must not set foot on Italian territory. The construction of an underground passage is proposed as the solution. Even then there is the question whether the "extra-territoriality" attached to the Vatican and the Lateran applies to the new property.

An Unlucky Picture.

Millais' "Sir Isumbras at the Ford," of which Sir W. H. Lever is just announced to have been the purchaser at the McCulloch sale, has undergone several vicissitudes. The horse was painted three times over, being first criticised as too big and then as too small. Finally a rent was made in the canvas right through the head of the knight. One story says this was caused by the artist kicking the picture in disgust, but the real version is apparently that the painting was blown over by a strong wind and hurled against an iron chair.

SURRENDER OF WOOSUNG FORTS.

Flight of Rebel Officers; A Sudden Collapse.

Writing of the surrender of Woosung Forts, reported at the time by special cables to the "Telegraph," the "N.C. Daily News" special correspondent at Woosung states, under date of August 13:

At a moment when all were in anticipation of a hard struggle, in which attacks by land and sea were in prospect, the rebel movement in the Woosung district has collapsed. This morning, a blow had been struck, the Forts having in their surrender, and within a few hours the place which been one of the greatest rebel strongholds was in the hands of the Government troops. The event is the most momentous that has occurred during the weeks the revolt has raged in the vicinity of Shanghai, and it may safely be predicted that the thirteenth of August will be an outstanding date in the history of the present trouble.

To-day practically all the rebel troops have vanished from the Woosung district, those remaining having been kept at their posts solely to guard property. During the night, the flight had taken place. The officers left, and the men seem to have melted into space. Proudly had the Forts, but two short weeks ago, boasted of their strength, the cohorts that could be marshalled against the Government army, and in the belief that their position was impregnable they flung defiance at their enemies. Not more than two days ago they threw their troops against the Government positions, and no one can deny that they attacked bravely. Yet within a few brief hours their glory had departed, and now they are not. Whithersoever they have fled, they no longer menace the district, and a severe blow has been struck at the revolt.

The First Sign.

Even until daylight closed on Tuesday there were indications of fight on the part of the rebels. As darkness was gathering a few shots were heard about a mile from Woosung, but soon everything was quiet. The railway was guarded and all the usual precautions against surprise were taken. Various influences were, however, at work, and from the yacht Lienching came the first sign of the changing attitude. Earlier on Tuesday some of the crew are believed to have attempted to seize the boat and carry her over to

the Government side, but failing to bring off the project they deserted, leaving but a small crew to man her. Included among the deserters was the only engineer in the rebel camp, and his absence had a distinct effect upon the state of affairs towards midnight.

By this time it seems to have been definitely decided that the Forts must surrender, for now an effort was made to send the Lienching up river to the flagship Haichew. Without the engineer, however, the wavering rebels could do nothing, and in their dilemma they offered a bribe of \$100 to the engineer of the Pootoo, the launch of Dr. Bennett, the Health Officer. This individual refused the work, and unable to obtain any one who could work the engines, the rebels had to abandon the attempt.

Negotiations.

It was not until 5 a.m. that the outer world knew what was afoot, but as a matter of fact during the night negotiations had been in progress. Dr. Cox had been in communication with General Nyen Yung-chen, the Sungkiang leader who has had command of the Forts for the past ten days, and acting as an emissary from him he and Mr. O. M. Manners of the Red Cross were able to take to the Haichew an offer of surrender. This was that the soldiers should be allowed to go to their homes and that they should receive a certain sum of money to pay their expenses. Satisfactory progress was being made with the negotiations, but by daylight the situation had again changed.

At 5 a.m. three men from the Forts visited the various foreigners in the Woosung district endeavouring to obtain a steam launch to convey them to the Haichew. They stated that they had been sent by General Nyen to take the surrender of the Forts to the Admiral. It was impossible for them to secure the use of a launch, but later in the morning they rowed up river in the gig of the Lienching bearing their message thus:

At this time Dr. Cox had gone off to the Haichew to complete the negotiations which had been inaugurated, but by now the Forts were practically deserted of soldiers, and for that matter the whole district. During the night General Nyen had gone, and this event had followed by the departure of the other officers, while the men themselves, except those who remained to take charge of the property, had set off into the country, doubt

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Alexandra Buildings

Hongkong, 26th July 1913. [448]

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TO LET—(from 1st July 1913)

No. 2 Mountain View, The

Peak. Apply LINSTEAD &

DAVIS.

Hongkong, 9th June, 1913. [345]

loss to disperse. At any rate by

daylight they were all away with the exception of the few above mentioned, and so silent had their departure been that even the country people could scarce say whether they had fled.

After recounting other incidents, the writer concludes as follows:—

Coming ashore it was seen that the advance guard of the army was already near at hand, and the naval guard decided to make a bold bid to be first inside. Their boat was pushed on to the Conservancy Jetty, and at the double the men made tracks for the entrance. The advance guard from the army consisted of one of General Li's officers, six marines and two soldiers, with them being Dr. Cox, who had gone out to meet them. The naval guard were confident of being able to outpace their friendly rivals and enter first, but when the parties met a short discussion was held, and it was resolved to divide the honour and march in shoulder by shoulder. The sentries at the gate retired to side on their approach and here formed themselves into a guard of honour, presenting arms to the combined forces.

Thus was the occupation of the

Fort accomplished. Within a

short time the soldiers from Kiangwan arrived, and soon the

the place was in complete

possession. Very soon gunners

from the men-of-war were sent

ashore and removed the breech-

blocks from the guns, while a

large quantity of ammunition

was also taken away.

In the afternoon General Li

arrived, and at 3.45 p.m. the

Haichi steamed up and likewise

came to anchor with the other

men-of-war opposite the Light-

House.

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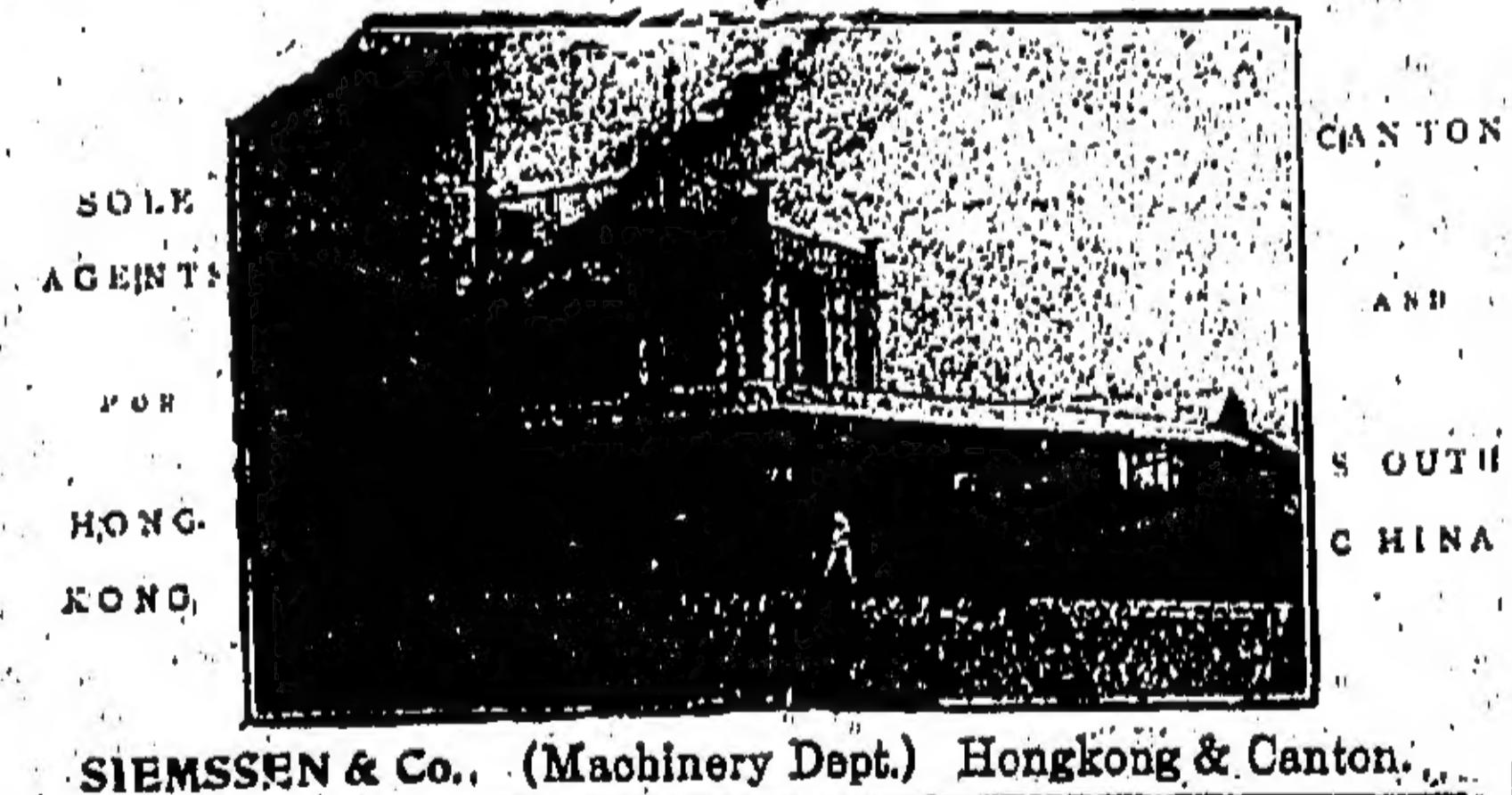
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The s.s. Katori Maru.
The trial trip of the N.Y.K. Katori Maru, constructed by the Mitsubishi Shipbuilding Yard, Nagasaki was held on July 28. The result was very successful. The highest speed attained was 16.053 knots and the mean speed—six runs—was 16.731 knots. As the contract speed is 16^{1/2} knots, builders and owners have reason to be pleased with the vessel's performance. Her engines are a combination of Parsons' turbines and reciprocating engines.

Steamer's Tryling Experience.
Many steamers coming from Calcutta report having experienced a trying time getting through the cyclone which has been blowing there for the past few days, says the "Times of Ceylon" of July 31. Perhaps the vessel whose experience has been the worst is the Strathgarry,

LIBEL ON BANKER.

Professor's Secret Process for Making Flax.

"I plead guilty, and apologise," said Rudolph Blitz, sixty-one, professor of chemistry, when charged at the Old Bailey with publishing libels concerning Bertram Abel Smith. The libels were contained in a circular sent to Sir Edward Holden, chairman of the London City and Midland Bank and to Sir Felix Schuster, Governor of the Union of London and Smith Bank.

Mr. Foote, K.C., said Mr. Bertram Smith was a director of the Union of London and Smiths Bank. The prisoner, a foreigner, had failed in an action he brought against a company of which Mr. Smith was a director, and afterwards he sent from Nico to men in London circulars which announced that he (Blitz) would lecture on "Sharkism," "on the basis of some authentic documents now in the possession of the lecturer, and deriving from a band of City sharks organised under the leadership of a certain Bertram Abel Smith, a director of the Union of London and Smiths Bank in London."

Counsel added that Mr. Smith did not desire to be vindictive. Blitz had signed the following undertaking:—"I acknowledge that the attacks made by me on Mr. Bertram Abel Smith's character and honesty are without foundation. I withdraw and apologise for any charges I have made, and undertake not to repeat them."

Mr. Justice Fulton, for the defendant, said Prof. Blitz was a very distinguished scientific chemist, who had discovered a method of making flax out of straw. To try to put the invention on a commercial basis he was provided with a laboratory, but after working for some months he formed the opinion, rightly or wrongly, that those working with him had acquired the secret of his process. He was dismissed from his position at a moment's notice, and he concluded that those who had obtained the substance of his invention were using it for their own purposes.

Counsel said he did not suggest that Mr. Smith was a party to or had any knowledge of what was done. The defendant afterwards started a very ill-advised action, as a result of which he became bankrupt.

In binding the defendant over to come up for judgment if called on, Judge Rentoul said Mr. Smith had acted very generously in the matter.

Husband not Liable for Extravagances.

Judge Woodfall decided in Westminster Court that a husband was not liable for a wife's extravagances or for bills run up in order to spite him.

Messa. Juys, of Regent-street, sued Mr. Harris Brown, of the Hadley Brewery, Burnet, for £33 for dresses, etc., supplied to his wife. Mr. Brown paid £35 into court and maintained that that was in excess of the value of the articles that could be regarded as necessities.

Counsel for Mr. Brown said that hitherto there had been ill-feeling between husband and wife, and up to shortly before the present action was brought the wife had run up bills amounting to about £200, and she had stated that she did so in order to pay her husband out.

In cross-examination Mr. Brown said he had regarded his wife as an attractive woman, and he naturally had taken a pride in her appearance. He considered, however, that she had given order for a large number of articles that were quite unnecessary. She ordered things in which to go to Ascot, and on one occasion she went to Nice, and he had to send a nephew to bring her back. That journey cost him nearly £100.

Mr. Westbury Preston, the defendant's solicitor, said that when he spoke to Mrs. Brown about extravagance she said she had run up debts deliberately because she believed her husband was spending money on other women.

She admitted that she had enough clothing to last her for several years.

Counsel for the plaintiffs said Mr. Brown had allowed his wife to run up bills to £40 and £60 for dresses, £20 for sables, etc. Why, therefore, should Juys be singled out as the one firm not entitled to payment?

Judge Woodfall said the wife had been amply supplied with clothes. He could not regard all the articles supplied by the plaintiffs as necessities for the lady living regard to her station in life, and there would be judgment for the defendant.

"THE OLD STOCK"

The American Ambassador, responding to the toast of his health, at the Anglo-Saxon Club last month said he was asked almost every day by the kindly people whom he met—and he could not too strongly emphasize the word "kindly" since he had come to England—how they were getting on in the United States assimilating the endless hordes of people from all lands who came to their shores. He did not wish to boast. He was a humble man from the humblest of countries. (Laughter.) But he was delighted to assure them that the Anglo-Saxons, or British, race, who settled the United States first, shaped its destiny, directed its energies, according to their conscience, against their own Motherland, and developed them-selves and the great territory which they subdued, to this day, no matter how many men came from how many lands, still ruled it and led it. (Cheers.) And there was no time in sight when that would have changed.

Every President of the United States had been of English or Scottish blood dominantly. Out of 121 mayors of cities only 11 per cent. had names which showed that they or their predecessors came from countries other than the United Kingdom. Only 14 per cent. of the representative men who took part in the government of the United States in the House of Representatives or the Senate bore foreign names, which left 86 per cent. who came from the United Kingdom. The Anglo-Saxon was quite as much the leader of men in the great Republic as he was in the great United Kingdom. That was not a boast; it was a natural phenomenon. It was destiny, and they could not help it if they would. Americans deserved no particular praise for it. They believed, just as Englishmen believed, that they were born to rule the world.

Alluding to questions of health he said that by the beneficence of an American citizen there had been set aside 100 millions of dollars, the interest on which for some time was to be spent on international health work wherever the disease of anemia existed. That afforded a most pleasing prospect for the salvation of atomic lands. When the disease was eliminated they would have a different man to deal with in India, China, Japan, Central America, the West Indies, and the Philippines, and when that time came the leadership of the world would not be so easy. (Cheers.)

EXIT BRITISH RADIUM.

A question of far-reaching and profound importance is raised by the announcement that Germany has purchased for her hospitals and medical institutions every available milligram of British radium. At present there are two available sources of supply worth speaking of in the world—our own at Cornwall and the pitchblende mines held by the Austrian Government. So far as Austria goes, she prohibits absolutely the exportation of the precious stuff, which now fetches £480,000 per oz. Should we do likewise? The question arises because the result of the raid upon British radium is that British hospitals will have to wait many months before they can hope to give their patients the wonderful curative treatment now being exploited abroad. This, it will be admitted, is paradoxical to the point of absurdity.

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr. A. Cochrane	Hongkong
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. B. E. Prichard	Yangtze
Britannia	Gunboat	710	2	900	Lt.-Com. W. H. Darwell	Hongkong
Cadmus	British sloop	1,070	6	1,400	Comdr. H. Williams	Shanghai
Chernub	Water tank and tug	390	—	—	Master H. Smith	Hongkong
Clio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Penang
Fame	Torpedo-boat destroyer	360	6	5,700	Lt.-Com. Wilkinson	Hongkong
Flora	2nd class cruiser	4,350	10	7,900	Capt. C. F. Corbett, M.V.O.	Weihaiwei
Hampshire	1st class cruiser	10,850	10	20,500	Capt. M. R. Hill	Weihaiwei
Kent	1st class cruiser	9,000	14	22,000	Capt. Allen T. Hunt, C.S.I.	Weihaiwei
Kin-ka	River gunboat	616	4	1,200	Capt. H. Marryatt	Yangtze
Merlin	Surveying ship	1,040	—	—	Capt. F. C. C. Pasco	Labuan
Mirontaur	1st class cruiser	14,000	—	27,000	Capt. E. B. Kiddie	Weihaiwei
Monmouth	1st class cruiser	9,800	—	22,000	Capt. B. H. Bartlelet	Weihaiwei
Moorhen	River gunboat	180	2	800	Lt.-Com. Alan Dixon	Hongkong
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Shanghai
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtze
Otter	Torpedo-boat	385	6	6,300	Lt.-Com. R. W. Wilkinson	Hongkong
Ribble	Torpedo-boat destroyer	590	—	7,500	Lt.-Com. E. J. G. Mackinnon	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depot-ship for Submarines	980	—	1,400	Lt.-Comdr. N. E. Archdale	Canton
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo-boat destroyer	350	6	6,000	Gunner W. H. Ryder	Hongkong
Tamar	Receiving ship	4,050	6	—	Com. R. H. Anstruther, C.M.G.	Hongkong
Teal	River gunboat	180	2	800	Lt.-Com. Hon. Guy Stopford	Yangtze
Thistle	Gunboat	710	2	900	Lt.-Com. H. R. N. Cotrell Dorner	Weihaiwei
Usk	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Maxwell	Weihaiwei
Virago	Torpedo-boat destroyer	355	6	6,300	Lt.-Com. H. D. Adair-Hall	Weihaiwei
Welland	Torpedo-boat destroyer	590	—	7,500	Com. Seymour	Weihaiwei
Whiting	Torpedo-boat destroyer	380	6	5,900	Lt.-Com. R. Neville	Weihaiwei
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. C. Borrett	Yangtze
Woolcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze
C. 36	—	—	—	—	Lt.-Com. McGillivray	Hongkong
C. 37	—	—	—	—	Lt.-Com. J. Gaines	Hongkong
C. 38	—	—	—	—	Lt.-Com. Pope	Hongkong
T.B. 035	—	—	—	—	Lt.-Com. Handley	West River
T.B. 036	—	—	—	—	Lt.-Com. Stileman	Hongkong
T.B. 037	—	—	—	—	Lt.-Com. Nicol	Hongkong
T.B. 038	—	—	—	—	Lt.-Com. H. W. Seymour	Hongkong

* Flagship of Admiral Jerram, K.C.B., C.V.O., C.M.G. Commander-in-Chief.

Kaiser Franz Joseph I Armoured cruiser 4,000 45 8,000 Capt. Haua.

Shanghai

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION

Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Vergos	Shanghai
Kleber	Armoured cruiser	9,700	12	19,800	Capt. Gourts	Hongkong
Decidie	Gunboat	645	10	1,000	Lieut. Vandier	Siagon
Argus	River gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	Gunboat	123	7	500	Lieut. de Jervillier	Canton
Peiho	Gunboat	130	—	—	Lieut. Collin	Tongku
D'Orsay de Lagree	Gunboat	—	—	—	Lieut. Dupuy Dutemps	Tchong-kin
Lynx	Submarine					

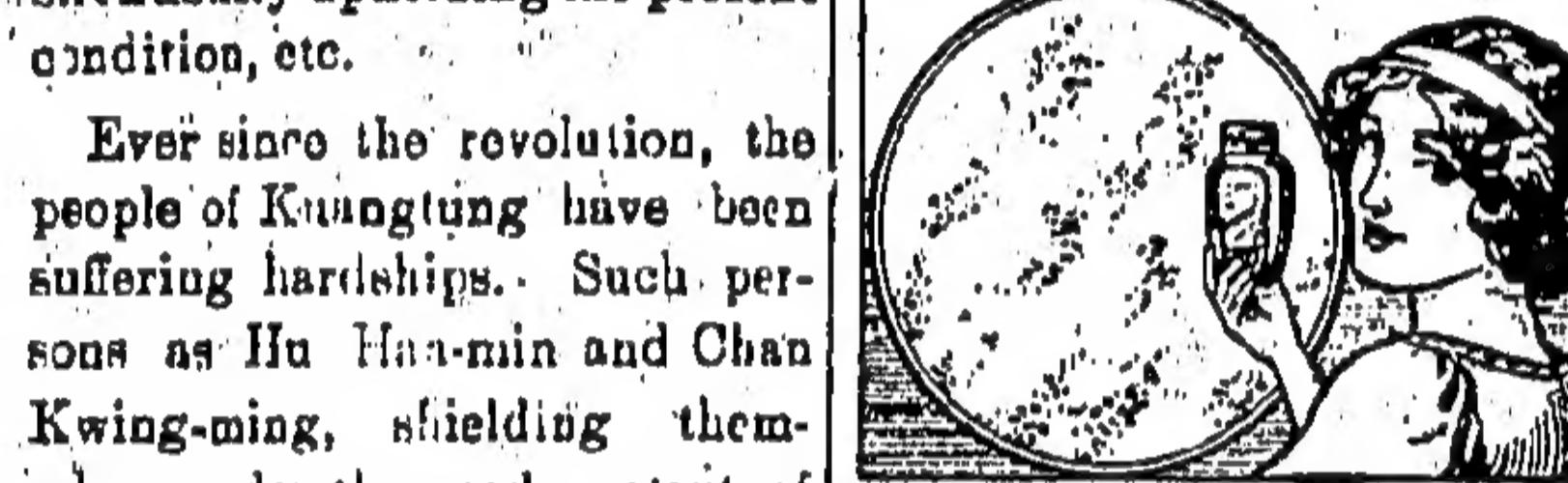
PRESIDENTIAL MANDATES.

The Allegiance of Kuangtung.

The following mandates were issued on August 6, by order of the Provisional President:—

(1) On account of his having disloyally revolted against the Government, an order has been issued, cashiering the rank and office of Chan Kwing-ming and authorizing his arrest or punishment, and Lung Tsi-kuang is appointed Tutub of Kuangtung.

Telegraphic reports successively received from Lung Tsi-kuang state that he has reached Shui-hing, and he is directing his forces to enter Canton by different routes. Again, various bodies and classes in Kuangtung have telegraphed in succession, reporting that the army of Kuangtung, in a body, are opposing the revolt. Division Commander-in-Chief Chung Ting-chi has resigned and left his command (in protest). The Artillery Corps was the foremost in rising to eject Chan Kwing-ming who has escaped in secret and cannot be traced. Su Shun-ch'o is maintaining order, and peace and quiet are being gradually restored. A telegram from Su Shun-ch'o dated August 4 reports that Kuangtung cancelled its "independence" on date, Chan Kwing-ming has gone away, Chung-chi has resigned, and, for the sake of preserving local order and peace, he is strenuously upholding the present condition, etc.



SORE THROAT:

Its Cause and Cure.

Few ailments are more painful and annoying than Sore Throat, which is so prevalent just now. This complaint always means that the sufferer has inhaled germs—particles of vegetable life so extremely minute that, when seen through the microscope, they look like little specks, as shown in the above disc.

The quickest and most thorough way of killing these germs is to suck a few Formannin Tablets. The pain and swelling rapidly diminish, the mouth and throat feel thoroughly clean and refreshed, and in a short time the Sore Throat is cured.

Formannin is just as effective, too, as a preventive of Sore Throat and of much more dangerous and epidemic diseases like Diphtheria, Consumption of the Lungs, Scarlet Fever, and Measles.

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Wulffing's Formannin Tablets are held in the highest esteem by medical men. For instance, a physician writes in "The Practitioner": "I have never had Sore Throat myself since I began to use Formannin, although I suffered periodically before."

Official Trials Completed. The Dumbarton-built twin-screw steamer Paris, which is fitted with geared turbines, has completed her official trials. The conditions were one run each way on actual route of service (Newhaven and Dieppe) with a mean speed of 24 knots. The vessel crossed to Dieppe at a speed, as certified by the officers of the State Railway of France and the London, Brighton and South Coast Railway, of 25.07 knots, and the return journey was made in the teeth of a strong north-west breeze and rough sea at a speed of 24.4 knots. The vessel's manoeuvring powers were admired, and the steadiness and the freedom from vibration were remarkable. — "Shipping and Engineering."

FREE HANDBOOK.

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Address _____

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P. 21/55.

REVOLUTIONARY PROPAGANDA IN JAVA.

Much excitement has been caused during the week by the wholesale arrest of native Editors, which took place at Bandung on the 1st instant. An inflammatory publication entitled, "Alsik Nederland Was (if I were a Dutchman)" was the origin of the drastic measures that the Government has seen fit to adopt. Bandung has for a long time past been the seat of revolutionary labours, and its paper "De Express" was started by subscription raised by Dowes Dekker and his party, who have as their motto, "India for the Indians."

On the 1st the Police proceeded in four patrols escorted by infantry to the office of the Express, where they arrested:—

Doctor Tjipto, Mangoenkoesmo, Editor of the Express;

A. H. Wiguna, Editor of the Kaoen Moeda;

Abdul Moesis, Editor of the Hindu Sarikat;

Sowardi Soerjadinigrat, Manager, and others.

They were charged with publishing and issuing the Alsik Nederland Was pamphlet with an idea of raising insurrection. They were taken by a strong escort and placed in goal.

Later news from Bandung says that the whole of the Native Committee have been arrested. The police are moving slowly round the town and arresting all whom they consider have anything whatever to do with the movement. The whole of those arrested are being carefully examined by the Resident, who released two of the prisoners on Thursday.

Bandung has been paralysed by the Government's action in the matter.

According to the "Batavia Newsblad," Dowes Dekker, the leader of the movement, was arrested at Batavia last Monday while returning from Holland.

Insurrections seem to crop up nearly everywhere. That in the island of Pulau Pantar, which is situated to the east of Flores, has resulted in one European Sergeant being killed and Captain and Adjutant J.K.F. Weber and several others being wounded. The garrison of the island has been reinforced by three infantry patrols. — Cor. of "Malay Mail."

Vessels Registered in Japan.

The latest official returns give the number of steam vessels registered in Japan at the end of June 1913 as 2,038 with 1,470,077 gross tonnage and 933,714 registered tonnage. Those having a displacement of more than 1,000 tons number 400, their gross tonnage aggregating 1,216,635 and registered tonnage 781,894. The number of sailing vessels of more than 100 tons capacity is returned as 6,868, with the gross tonnage of 466,314, and registered tonnage 431,086. There were also 1,589 Japanese style vessels, whose capacity is calculated by koku, aggregating 527,094 koku.

Official Trials Completed. The Dumbarton-built twin-screw steamer Paris, which is fitted with geared turbines, has completed her official trials. The conditions were one run each way on actual route of service (Newhaven and Dieppe) with a mean speed of 24 knots. The vessel crossed to Dieppe at a speed, as certified by the officers of the State Railway of France and the London, Brighton and South Coast Railway, of 25.07 knots, and the return journey was made in the teeth of a strong north-west breeze and rough sea at a speed of 24.4 knots. The vessel's manoeuvring powers were admired, and the steadiness and the freedom from vibration were remarkable. — "Shipping and Engineering."

The London Library Catalogue. This great undertaking, the printing of which began in February last, is nearing completion, and the first volume, which extends from A to K and consists of 1,400 double column pages, has been passed for press. It is expected that it will be issued to members and subscribers in September. It includes all books received up to the time each sheet was passed for press. The second and concluding volume will be ready early next year.

MARKET PRICES.

Hongkong, August 14 1913.

BUTCHER MEAT.

	cts.	肉食
Beef Sirloin & Prime Cut, — Mei Lung Pa	18	尾脂扒
Corned, — Ngau Yuk	18	牛肩肉
Roast, — Shiu	18	牛脯
Breast, — Ngau Lam	12	牛腰
Soup, — Tong Yuk	15	牛肚
Steak, — Ngau Yuk Pa	18	牛腰
do. — Sirloin Cotom — Ngau Lsu	28	牛腰
Sausages, — Ngau Chau	20	牛腰
Bullock's Brains — " Know	per set 10	牛腰
Tongue fresh, — Ngau	each 46	牛舌
do, corned, — Ham Ngen Li	55	牛舌
Head, — Ngau Tan	12	牛脑
Heart, — Ngau Sum	15	牛心
Bump, Salt, — Ngau Kin	8	牛肝
Feet, — Ngau Kask	9	牛脚
Kidneys, — Ngau Yi	18	牛肾
Tail, — Ngau Mei	12	牛尾
Liver, — Ngau Kot	6	牛肚
Trips (undressed), — Ngau To	6	牛肚
Calves Head & Feet, — Ngau-chu-tau-kark	set \$1	牛仔頭脚
Meat Chop, — Yeung Pei Kwat	lb. 25	羊排
Leg, — Yeung Pei	25	羊排
Shoulder, — Yeung Shau	22	羊排
Pigs Chittlings, — Chu Chong	27	猪腰
Brains, — Chu Know	per set 2	猪腰
Feet, — Chu Kark	12	猪腰
Fry, — Chu Chak	30	猪腰
Head, — Chu Tau	18	猪腰
Heart, — Chu Sum	each 10	猪腰
Kidneys, — Chu Yiu	pair 8	猪腰
Liver, — Chu Con	lb. 24	猪腰
Pork, Chop, — Chu Pai Kwat	23	猪腰
Corned, — Ham Chu Yuk	—	猪腰
Leg, — Chu Pe	—	猪腰
Fat or Lard, — Chu Yau	—	猪腰
Sheep Head and Feet, — Tau Kark	set 65	羊排
Heart, — Yeung Sum	each 7	羊排
Kidneys, — Yeung Yiu	9	羊排
Liver, — Yeung Con	lb. 25	羊排
Sucking Pigs, To Order, — Chu Cha	22	猪腰
Suet, Beef, — Sang Ngau Yau	18	牛油
Mutton, — Sang Yeung Yau	25	牛油
Veal, — Ngau Chai Yuk	18	牛仔牛油
Sausages, — Ngau Chai Chau	26	牛仔牛油

POULTRY.

	cts.	禽
Chicken, — Kai Chai	1b 10	鸡
Capons, Large, Small, — Sin Kai	38	鸡
Ducks, — Ap	25	鸭
Doves, — Pan Kau	—	鸽
Eggs, Hen, — Kai Tan	per doz 20	蛋
Fowls, Okton, — Kai	lb. 43	鸡
Hainan, — Hoi Nam Kai	40	鸡
Geese, — Nghi	28	鸡
Geese, Wild, — Shang-ho Yea Nghi	—	鸡
Goat, — Wong Keng	—	羊
Hare, — Shanghai, Tu Chai	—	兔
Partridge, — Che Kho	—	鸽
Pheasant, — Shan Kai	pair \$	鸽
Pigeons, Canton, — Pak Kup	each 32	鸽
Hoihow, — Hoi How Pak Kup	25	鸽
Quail, — Um-Chui	—	鸽
Rice Birds, — Wo Fa Cheul	dozen 1	鸽
Snipe, — Sa-Choy	each 1	鸽
Turkeys, Cock, — Phor Kai Kung	lb. 65	火鸡
Hen, — Na	45	火鸡
Wild Ducks, S'hai, — Shang-ho Sui Ap	—	火鸡
Teal, — Sui Ap Chai	—	火鸡
Wild Ducks, Canton, — Sang-Shing Sui Ap	\$	火鸡

FISH.

	cts.	魚
Barbel, — Ka Yu	1b 10	鱼
Bream, — Bi Yu	18	鱼
Canton Fresh Water Fish, — Hoi Sin Yu	18	鱼
Carp, — Li Yu	22	鱼
Catfish, — Chik Yu	20	鱼
Codfish, — Mun Yu	20	鱼
Crabs, — Hoi	32	鱼
Cuttle Fish, — Mu Yu	16	鱼
Dab, — Sa Mang Yu	17	鱼
Dace, — Wong Mei Lun	13	鱼
Dog Fish, — Ti Tsu Sa	18	鱼
Dol Fish, — Congor, — Hoi Mann	16	鱼
Fresh water, — Tam Sin Yu	—	鱼
Eels, Yellow, — Wong Sin	28	鱼
Frogs, — Pie Kai	32	鱼
Garoupa, — Sek Pan	60	鱼
Gudgeon, — Pak Kup Yu	13	鱼
Herrings, — Tso Pak	24	鱼
Herring, — Tso Pak	24	鱼
Halibut, — Cheong Kwan Kup	29	鱼
Lahrus, — Wong Yu	18	鱼
Loach, — Wu Yu	28	鱼
Lobsters, — Long Ha	40	鱼
Mackerel, — Chi Yu	18	鱼
Monk Fish, — Mong Yu	28	鱼
Mullet, — Ol Yu	28	鱼
Oysters, — Sa g Hoo	22	鱼
Parrotfish, — Kai Kang Yu	20	鱼
Perci, — Tso Loo	18	鱼
Pike, — Fa Paw Poong	9	鱼
Plaice, — Pan Yu	20	鱼
Pomfret, Black, — Hoi Chong	40	鱼
Pomfret, White, — Pak Chong	24	鱼
Prawns, — Ming Ha	48	鱼
Ray, — Pai Pa	9	鱼
Rock Fish, — Sek K' King	18	鱼
Stingray, — Chau	18	鱼

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The favourite perfume of a by-gone age

A.S. WATSON & CO. LTD.

NOTICE TO SUBSCRIBERS.

The rates of subscription to the "Hongkong Telegraph" will be as follows:—
 Daily issue—\$36 per annum.
 Weekly issue—\$13 per annum.
 The rates per quarter and per month are proportional. Subscriptions for any period less than one month will be charged as for a full month.
 The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.
 The postage on the weekly issue to any part of the world is \$1.00 per quarter.
 Single Copies, Daily, ten cents. Weekly, twenty-five cents (for each only).
 Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
 (Payable in Advance.)

By Order,

"HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, AUGUST 20, 1913.

SAFEGUARDING THE NAVAL SERVICE.

We notice from a Washington advice that America has found it necessary to take in hand a problem which is also troubling naval circles in Great Britain—the frequent resignations of officers in the construction department of the Navy. In recent years an alarming number of expert officials have been voluntarily resigning both from the American and British naval services because of the large salaries offered them from concerns to whom their technical knowledge, and especially their knowledge of naval practice, and even of naval secrets, would be extremely valuable. In the case of the United States it is pointed out that the list of naval constructors who have resigned from the service during the last ten years or more is a decidedly notable one in point of professional qualifications, and it is quite significant that in the majority of instances these officers have gone to firms which were building, or have since built, vessels under contract for the Government.

This all-important matter has not yet received the attention it should do in Britain, but we observe that in America the Secretary of the Navy Department has given it out that he will in future discontinue these voluntary resignations, which are in a measure crippling an important branch of the service. The option to be taken towards this end is that officers who have had the benefit of Government education at the Naval College at Annapolis shall remain in the service until they have attained at least command rank. In other words, the Secretary will not consent to voluntary retirement of officers of the grade of lieutenant-commanders or below. Here it may be mentioned that no fewer than fifteen lieutenant-commanders recently applied for retirement, but the applications were refused and the decision of the Naval Secretary, quoted above, was then made known. It would appear that the Secretary's stand is justified by a considerable number of cases in which men, just as they had reached a point of great usefulness to the Government, were enticed away by offers of alluring salaries from private firms. It is not stated, or even insinuated, that any of the men who have thus retired have made any improvement of their familiarity with Government operations; but the possibility of such use is undoubtedly factor in the decision of the Secretary of the Navy to discourage the "kidnapping" of brilliant naval officers by corporations which are doing, or may do, business with the Government. Hence it is decided that men who have obtained thorough technical and professional training at the expense of the Government shall remain in the service until they have "worked out their cost", so to speak.

It is quite obvious that it is a great advantage to a firm bidding, or likely to bid, on Government work to have in its offices men familiar with every detail of Government practice and specification, to say nothing of the value to its interests generally of such men. In the case of Great Britain the remedy is not so easily found as in America, where the pay of the officers concerned is a much higher scale; and few can blame men who get a relatively low salary in Government service if they accept much better paid berths with leading firms interested in naval construction. The leading has in the past been serious in both countries. America is solving the problem on distinctly hard and fast lines. Britain must soon face it, though we imagine the question will have to yield to other treatment in her case.

Christian Officials in China.

There is a good deal of speculation in Canton just now as to who will succeed Mr Chung, the late Commissioner of Education for the Province. For the time being, Mr Chan Kwei-nin has been appointed acting Commissioner. There is said to be considerable objection in Government circles to the appointment of officials who are Christians; largely on account of the fact that among ex-Tutuk Chan Kwing-ming's closest friends and counsellors were several Anglicised or Americanised Chinese. It is to be hoped that missionary enthusiasm will not take it that the new Tutuk is necessarily opposed to Christianity itself; though doubtless that is the story that will go round. Of course, there are exceptional cases, but, one can sympathise with the old-fashioned Chinese who regard with some suspicion those who hold the newer views.

Whose Clock Is It?

We are sorry to see that, by instructions of the Director of Public Works, the old timepiece which has for so many years done duty in the Clock Tower is to be offered for sale by public auction on Saturday. In the first place, it may be asked, whether the Government has a right to dispose in this way of a clock which was presented by a private individual to the Colony. It is, we imagine, the Colony's clock, not the Government's. The original cost of the timepiece must have been very considerable, and although it has now been going for very many years, we understand that it is still in excellent working order.

Keep it for the Colony.

It would, however, be quite useless to any private individual, and at auction would only fetch a few dollars. The probabilities are that it would be purchased by some Chinese dealer or other, by whom it would most likely be broken up for the scrap metal that is in it. Cannot the old timepiece be permanently preserved to the Colony? It might easily be found a place at the new Kowloon railway station, or the Government might hand it over to the custody of the Jockey Club, who could find space for it at the Racecourse, where a public clock is badly needed. Used in either of these ways, it would serve the public, which is what the donor intended it should do. We therefore hope that the proposed auction will be cancelled. Surely the Government is not so hard up for funds that it needs to part with this old friend of the Colony for the few dollars which it would be likely to fetch at auction.

Tired of Riches.

Just three years ago a young millionaire of New York, named John O'Brien mysteriously disappeared. His friends, after an unavailing search for him, gave him up as lost or dead. He has now been discovered working as an assistant engine driver on the Missouri-Pacific Railway and has explained why he disappeared. He was tired of being a rich man, "with nothing to do but play the society game and discover new ways to kill time. I have a job, and when I convince myself that I have 'made good' in the world, I will return home home." No doubt Mr. O'Brien will get credit for being true to himself and his better nature, but it seems to us that he has deliberately shirked his responsibilities. He helps to drive an engine, not for his own pleasure, but because that is a useful work. Equally he could handle his millions, not alone for his own pleasure, but usefully aid for the public good. The second is the greater work of the two. It is the prerogative of youth however to neglect the work that lies to hand and to sigh after another.

DAY BY DAY.

A man's reach should exceed his grasp.
 Or what's a heaven for?

Browning.

The Mails.
 German Mail.—Arrived per a.s. Luetsow this morning.
 Siberian Mail.—Closes per a.s. Luetsow at 5 p.m. to-day.

Canadian and American Mails.—Due per a.s. Empress of Japan at 6 p.m. to-day.
 German Mail.—Closes per a.s. Prinzess Alice at 9 a.m. to-morrow.

Appointed to Hongkong.
 Lieut.-Colonel J. O'Hara, A.P. D., from Command Pay Office, Dublin, has been appointed to Hongkong as Command Paymaster, and to embark on September 27.

Interim Dividend.
 An interim dividend of \$1 per share for the six months ending June 30 will be payable to shareholders of the Hongkong Rope Manufacturing Co., Ltd., on the 26th inst.

Proposed Wiltshire Dinner.
 Steps are being taken to arrange for a dinner among the men of Wiltshire in the Colony. Any "monarchs" who feel interested are requested to communicate with Mr. G. H. May of Messrs. Kelly and Welsh.

Sold to be Wanted.
 At the Police Court Chief Detective Inspector Collett asked for a week's remand in the case of a man named Chan Wing-Tai alias Mai Lo Bing, who, it was stated, was wanted in Indo-China in connection with murder. The remand was granted.

Forthcoming Concert.
 In connection with the Diocesan Girls' School a concert is being arranged to take place on September 6, at the Theatre Royal. Many well-known local amateurs are taking part and the programme will include some novel and artistic "stunts".

The Victoria Theatre.
 Last night's items at the Victoria Theatre were indeed well-attended but owing to the moonlight bathing at Quarry Bay the attendance was not great. Those who have not seen the thrilling American drama "The Sewer" would do well to call to-night, as it is a film well worth seeing. The comic pictures given were also very amusing. Next week there will be a gala night for the benefit of the popular Mr. Madariaga who is asserting his connection with the theatre.

Captain Hunt Retires.
 Captain George P. E. Hunt, who has voluntarily gone upon the retired list, as a lieutenant of the Forte commanded a 4.7 in gun contingent with the Natal Naval Brigade, and was referred to in despatches as a "good man in a tight place." For his services on this occasion he received the D.S.O. He is one of the only three supplementary officers entered from the Royal Naval Reserve, who have reached post rank. His last command was the scout cruiser Newcastle on the China Station.

Moonlight Bathing.

The third moonlight bathing fixture of the season was held last evening at North Point and was quite as well attended as the two that have been previously held. Bathing was in full swing and the tents were kept well occupied while a large number of people sat out on the beach or promenaded the road above, listening to the excellent programme of music that was discoursed by the band of the 25th Punjab, who attended by kind permission of Major Robison and officers. The number of persons dealt with by the tramway was well over a thousand.

HONGKONG FOOTBALL ASSOCIATION.

Mr. R. Hancock presided over a meeting held last night in connection with the formation of the new football association, and which was attended by representatives of the local clubs. Mr. Fager read over the proposed rules, which were on identical lines with the Football Association at Home, and they were interestingly discussed.

LAWN TENNIS.

Modern Developments of the Game.

[See also Article.]

In Hongkong, lawn tennis is decidedly a democratic game. Everybody plays it. Those who have had the good or ill luck to be born out East, take in the habit almost with their mother's milk; many others who are merely exiles in the Colony have become attracted to the fascinations of the game since their arrival here. And of these latter, it would be found that a surprisingly large number are men well on in life, showing that it is not which can be indulged in by all and sundry with manifest benefit. It may be doubtful in fact, if there is any game which can compare with lawn tennis for keeping one "fit." Here in Hongkong hundreds of devotees keep on playing all the year through, even in the hottest days of summer they feel that it is good to shake off the tendency to lounge about, and indulge in a good stiff set or two, following it up with a delightful shower bath. One may lose a little in weight in this way, it is true, but the remarkable feeling of freshness which follows, more than compensates for this. Above all, tennis prevents one from becoming "liverish." And that is something in the Far East.

The New View.

While it is the case that Hongkong can boast of many really good class players, the fact remains that a very big majority of those who go in for the game here do so merely because it provides a pleasurable exercise; they take but little pains to improve their style or to better their game all round. The League, however, is doing good work in raising the standard of play in the Colony, and in many of the eight or nine Clubs which take part in the competition there are to be found those who are steadily correcting their faults with an eye to inclusion in League teams; if not immediately at least some time in the future. Club tournaments, too, help in this particular direction. The game in all parts of the world has greatly developed during the past few years, and the view is now widely held among many of the best players that lawn tennis, first and foremost, a stroke game. This view is upheld by such an acknowledged authority as Mr. A. E. Crawley, who adds to this dictum by saying that it is, secondarily, a game of tactics, and, to some extent, one of endurance and nerve. Mr. Crawley, of course, is an exponent of the "modern" game. It used to be held that steadiness, combined with severity or good tactics, were sufficient to win matches, but the new view of the game is that the first rate player must have "all the strokes." To put it another way, the man without strokes, but with much cunning, and the man with the simple qualifications of power and precision, have done well enough in the past; but fine execution and varying forms of power must now be displayed by the player who would excel his rivals. It is not enough to have a good service, but four or five good ones! and goodness knows how many kinds of drive. Then there are "chops", "winning half-volleys" and a bewildering array of other strokes.

Dangers of Fancy Play.

The new conception of the game is decidedly interesting to follow, and no doubt it suits the idiosyncrasies of certain types of player. There is a fascination, too, about a new "fancy stroke" when one suddenly discovers it. But one can become far too partial to fancy play; a man gets the "cutting" habit and he "cuts" every ball which comes his way—or rather, attempts to do so.

And in this way one's form is almost invariably upset as a consequence.

The whole point is whether a player can accomplish the variety and retain sufficient precision; whether simplicity will be upset by complexity. It is to be doubted, for strong and comparatively simple play has been accomplished much in the past, and it doubtless will gain many victories in the days to come. It is well, however, that we should take note of the new tendencies, keeping an eye on

HIS EXCELLENCY.

Leaving for Home This Evening.

His Excellency the Governor is proceeding home this evening by the German Mail a.s. Luetsow. He is travelling via Siberia and is expected to be away for a period of four months.

During his absence the Hon. Mr. Claud Seaver, Colonial Secretary, will act as Officer Administering the Government.

This is the first leave that H.E. the Governor has taken since his appointment as Governor to Hongkong. It will be remembered that Lady May and family preceded His Excellency some months ago. He intended going before, but urgent affairs kept him in Hongkong for some time longer than was originally anticipated.

The Governor is being accompanied by Mr. Mrs and Miss Bacon who have been staying at Government House.

GOVERNMENT HOUSE RECEPTION.

There was a large gathering of residents at Government House last evening in response to invitations issued by H. E. the Governor to meet Mr and Mrs C. Clementi who are leaving the colony on August 27 for British Guiana where Mr Clementi will assume the post of Colonial Secretary. The grounds were charmingly illuminated, the red lanterns used giving quite a pretty effect among the greenery of the grounds. The band of the 26th Punjab was in attendance and supplied a good programme of music.

THE POLITE REQUEST.

Time:—9.15 a.m.
 Place:—Queen's Road Central; entrance to a jewellery shop.

"Good morning! Can you lend me a diamond pin, a large one, to go with this tie?"

H.M.S. TRIUMPH.

Hongkong Defences.

The "London and China Express" of July 25 has the following:

It is said that the sending out of the battleship Triumph next month to the China Squadron will be the first step towards materially strengthening that squadron in capital ships, but that must be taken with much caution. As it is not a single capital ship can be spared from home waters, and the fact that a large amount of money—which will involve a supplementary naval vote—is to be spent upon the earlier class of Dreadnoughts—which are already "back numbers"—and the pre-Dreadnought ships shows that for some time at least no ships of first-class fighting power will be sent to the Far East. As a matter of fact the Near East—the Mediterranean Station—has a greater and more pressing need for capital ships at the present time.

There is another naval matter which calls for more attention than the Admiralty has hitherto bestowed upon it—at least in recent years—and that is the armament of our coaling stations abroad. Such places as Gibraltar, Malta, and Aden are well armed, the latest things in guns having been mounted in the batteries of the first two named fortresses, and Aden is pretty safe against seaward attack. But there are other stations where the batteries which guard them could be materially strengthened, and Singapore is one of them. The position of Singapore is one of primary importance, it being the gate of the Pacific, and yet its harbour is none too well guarded against seaward attack. It is true that some time ago additional and more modern guns were mounted, but more could be done in that direction yet. Hongkong, too, could be improved, and such smaller places as the Seychelles and Labuan—which are only coaling depots—could be put in a state of defence with much advantage to our fleet in war time in those seas.

SPECIAL CABLES.

NANKING FALLS.

CAPTURED BY GOVERNMENT TROOPS.

(Our Own Correspondent)

Shanghai. Received August 20.

The Red Cross workers report that Nanking was captured by the Government troops last evening after heavy fighting through three days in a temperature in the shade of 104.

The Red Cross workers were fired upon by Chang Hsun's troops, which suffered heavily in the attack on Taiping Gate.

The rebels who fled from Woosung are fighting the Northers at Kading.

Commander Flees.

(By Courtesy of the "Chinese Mail")

Shanghai. Received August 20.

The Southern Commander at Nanking has fled, taking with him the Treasury funds.

The rebel soldiers are consequently without a commander and have declared loyalty to the Central Government.

Fung Kwok-cheung, commander of the Northern troops, has entered the city and everything is now quiet.

NOTES FROM THE NORTH

Method of Procedure in Presidential Election.

Peking, Aug. 13.

The Drafting Committee has resolved that an Electoral College shall be organized for the Presidential Election, for which it shall be necessary that there shall be a two-thirds majority of a quorum consisting of three-fourths of the total membership of both Houses. If after voting the number of votes is insufficient for the election of any candidate, the two obtaining the greatest numbers shall be selected and re-voted upon; after which the one securing most votes shall be elected.

Parliamentary Business.

The members present at the meeting of the Senate numbered 115. Pan Chieh-shin said that some time ago he introduced a motion requesting the punishment of the Speaker Chang Chi. H. now desired to know whether the Vice-Speaker intended to bring this matter up for discussion. The Vice-Speaker denied that he was trying to shield Chang Chi.

The Vice-Speaker announced that regulations concerning the stamp tax had been circulated. The House resolved to accept the stamp duties.

In the House of Representatives Chang Poh-lih urged a careful investigation regarding the arrest of Bei Hei-ch'um, a member for Kiangs. Ku Chung-beu and others argued that if arrests were due to high treason on the part of a member, the House had no right to interfere. The matter rested in the hands of the Supreme Court. The House concurred, and authorized the Speaker to reply to the Government despatch on the matter explaining the views of the House.

Uncertainty in Szechuan.

Peking, August 14.

Belated advices from Chengtu report the institution of martial law. The anti-Government activity of the Kuomintang led to the suppression of the Kuomintang newspaper.

A disturbing feature of the situation is the presence in the neighbourhood of Tsin-tsun, a Chinese from the s.e. Mex can City has been sent to the hospital suffering from injuries, alleged to be inflicted by a man in custody.

Sent to Hospital.

A Chinese from the s.e. Mex can City has been sent to the hospital suffering from injuries, alleged to be inflicted by a man in custody.

TYPHOON VICTIMS.

Seven dead bodies supposed to be victims of the typhoon, have been buried at Shek O by a body of police, superintended by Inspector Cameron. The bodies were from a fishing junk, said to be from Cheung Chau. The master of the junk, who was injured, has been removed to the hospital.

Octogenarian M.P's

Sir Thomas Roe, M.P., who has been celebrating the anniversary of his birthday, shares with Mr. Jessie Collings the distinction of being the only octogenarians in the House of Commons. Mr. Collings is eighty-two and Sir Thomas Roe his junior by a year. The oldest member is Mr. Samuel Young (Nationalist), who is ninety-one years of age, but the "Father of the House" is Mr. Thomas Burt.

PASSENGERS ARRIVED.

Pass. Luetzow, arrived 20th inst., from Hamburg.
Berk Wing Lim Eow Cheng Bell, Rev. W. L. Lee Fah Croop, J. T. Martin, Mr. & Cheong Ah Song Mrs. H. E. Chua Geck Koon Scherer, Herr Chin Kwin Moor & Dr. Chin Ah Come Sielechuer, H. Cheng Wing, Sam Been Mrs. Choi Fock Tsui Wei Tsui Choi Fock Tau Teek Liang Fook Lum Tau Ah Via Hudson, A. H. Tamkow Joseph, Mr. & Tau Boom Kio Liew Chin Thiat Kien Cheong Timewell, E. S. Khean, Mr. & Wong Suk Chee Mrs. Wee Soon Lien Seng Chew Chuan Mrs. R. M.

PASSENGERS DEPARTED.

Pass. Minnesota, sailed from Hongkong 19th inst., for Seattle, etc.
Abko, L. Li Soon Nam Anderson, Mrs. Li Kai-ping Andrews, Mrs. Li Wing Chin Dip, Mrs. Leong Boon Chan Wing Sing Leong Heong Ching Pong Leung Chik Sheu Wing Wai Chan Fuk Kai Leung Wo Lai Chan Ki Pan Lui Lee Soon Chin Poy, Mr. & McCloud, Mrs. Mrs. Ng Tang Dawson, Li G. Ng Sing Dayot, E. Ober, Miss. Day Franklin, H. B. Stoll, Capt. E. Garland, S. M. W. Globensky, Mrs. Sydney, Mr. & A. E. & E. N. Mrs. Gooding, S. J. Sui Lun Henderson, Mr. Sue Chong Lou & Mrs. A. G. Tse Shi Wing Birsch, Mr. & Waite, Judge F. Mrs. S. R. Johnson, Mr. & Wilson, Mrs. S. Mrs. H. R. Jones, G. Wai Kang Kyi, n. Mrs. J. Master Lamme, Miss Wong Chun Wu, Nicholson, T. Master Long, C. A. Wong Ung Liu Sui Master Liu Chenk San Woo Yuen Sow Lum Wing Tak Woon Yuen Lum Seak Kan Wah Lee She, Mrs. Wong Chee Fan

To-day's Advertisement

FROM CALCUTTA, PENANG & SINGAPORE.

NOTICE TO CONSIGNEES.

THE Steamship

"DILWARA," having arrived from the abo ports, consignee of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignee's risk and expense.

Cargo remaining on board after 2 p.m. of the 27th inst. will be landed at consignee's risk and expense.

Consignees of cargo from Singapore are requested to take I.M.F.-DIATW delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at consignee's risk and expense.

No Fire Insurance has been effected, Bills of Lading will be countersigned by DAVID SASCOON & CO., LTD., Agents.

Hongkong, 20th August, 1913. [464]

DAIRY FARM NEWS.

FRESH MILK

No careful mother can afford to use any but

Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using Tinned or other preserved milk

The Dairy Farm Milk is Pure and Fresh and contains no preservatives of any kind

"Dairy Farm Milk" means: -
Good, Clean & Wholesome Milk.

To-day's Advertisements

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUTZOW,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 27th of August, will be subject to rent.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the 27th of August, at 9.30 a.m.

A claim must reach us before the 4th of September, 1913, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO.

Gen. Agents.

Hongkong, 20th August, 1913. [464]

OLD AND SURPLUS NAVAL AND VICTUALLING STORES,

Comprising:—

Old and Surplus Naval Stores:—

Engines, Fire, Manual, Engines

Compound Horizontal, Engines

Inverted Vertical, Boilers with

Mountings, Air Compressor,

Lathes, Flag Sewing Machines,

Fan Engines, Steam Hammer,

Hollow Shafting, Capstan and

Engine, Oil Engine, Propeller,

Canvas Cuttings, Bunting, Cun-

vas, and Leather Hoses, Coir

Cordage, Manila Hawser, Paper-

stuff, Dining Table, Old India

Rubber, Boats, Carpets, Rugs,

Blankets, Chain Cable, Steel

Wire Ropes, Steel Tools, Electric

Cables, Olive Oil, Old Iron and

Steel, Old Metal, etc., etc.

Samples of Valuable Metals

may be inspected at the Naval

Ordnance Dept.

Old and Surplus Victualling

Stores:—Provisions, Seamen's

Clothing, Blankets, Officers' Mess

Traps, (A quantity of Electro-

Plated Articles and Table Linen),

Implements, Seamen's Mess

Utensils, Oak Staves, &c., &c.

Terms of Sale:—As detailed in

the Catalogue.

HUGHES & HOUGH,

By Appointment

Auctioneers to

the Admiralty.

Hongkong, 20th August, 1913. [464]

THE RONGKONG ROPE MANU-

FACTURING CO. LTD.

AN INTERIM DIVIDEND of

ONE DOLLAR (\$1.00) per

share for the six months ending

3rd June, 1913, will be payable on

Tuesday, the 26th August, 1913,

or which date Dividend

Warrants may be obtained at the

Company's Office.

THE TRANSFER BOOKS of

the Company will be closed from

Saturday the 23rd August, to

Tuesday the 26th August, 1913,

both days inclusive.

Optional cargo will be forwarded on

unless intimation is received from the

Consignees before noon to-day request-

ing it to be landed here.

No claims will be admitted after the

Goods have left the Godowns, and all

goods remaining undelivered after the

26th of August, will be subject to rent.

All broken, chafed, and damaged

Goods are to be left in the Godowns,

where they will be examined on the

26th of August, at 9.30 a.m.

All claims will be admitted before the

3rd of September, 1913, or they will not

be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned

by the undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.

General Agents.

Hongkong, 18th August 1913. [464]

THE ROYAL MAIL TEA &

PACKET COMPANY.

From VANCU OVER, SEATTLE,

VICTORIA, PORTL, NO.

JAPAN & SHANGHAI.

THE Company's Steamship

"FALLS OF ORCHY."

having arrived from the above Port,

Consignees of cargo are hereby informed that their Goods are being landed at their risk into the

Shipping

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

FROM HONGKONG	FROM QUEBEC
EMPERESS OF JAPAN	27th August.
MONTEAGLE	30th August.
EMPERESS OF RUSSIA	10th Sept.

All Steamships leave Hongkong at noon.

The "EMPERESS OF RUSSIA" and "EMPERESS OF ASIA" are new quadruple screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific. The direct route to Canada, United States and Europe calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPERESS OF RUSSIA," "EMPERESS OF ASIA," via Optional Atlantic Port, £71.10.

"EMPERESS OF INDIA," "EMPERESS OF JAPAN," via Optional Atlantic Port £65.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTEAGLE": Intermediate service, via Canadian Atlantic port £40, via Boston or New York £45. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only) allowed to Army and Navy officers, Civil Service employees, missionaries, etc., etc.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China. Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N.
CO., LTD.
APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD:

S.S. "G. APCAR" 4,600 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE and MOJI on 20th August at daylight.

S.S. "DILWARA," 5,378 tons, Capt. Rungate, will be despatched to YOKOHAMA, KOBE and MOJI on 24th Aug.

WESTWARD:

S.S. "THONGWA," 6,298 tons, Capt. Robins, will be despatched for SINGAPORE, PENANG & CALCUTTA on 20th August at 3 p.m.

S.S. "TORILA" 5,405 tons, Capt. Swanson, will be despatched as above on 23rd August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.
Hongkong, Aug. 19th, 1913. Agents

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 20th AUGUST.

10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."

THURSDAY, 21st AUGUST.

8.00 a.m. "HEUNGSHAN." 8.00 a.m. "HONAM."

10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton, Company's Steamers—Day Steamers Call No. 776. Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI." Tons 1651. S.S. "SUI AN." Tons 1651. HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO

SUNDAY, 24th August.

The Company's Steamship,

"SUI AN."

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY LIMITED.
(HOTEL MANSIONS FIRST FLOOR)
Opposite the Blake Pier.

MESSAGERIES MARITIMES C.I.E.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION

Destination.	Steamers	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said ...	MIYAZAKI MARU Capt. Soyeda KITANO MARU Capt. r. Cope	WED'DAY, 27th Aug. T. 16,000 Aug. at daylight
VICTORIA, B.C. and SEATTLE, via Keelung, Shanghai, Moji, Kobe, Yokohachi, Shimizu and Yokohama	STAMBA MARU Capt. Teranaka AWA MARU Capt. Shimizu	TUESDAY, 26th Aug. T. 12,500 Aug. at 4 p.m. TUESDAY, 9th Sept. at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbene	NIKKO MARU Capt. Tukeda KUMANO MARU Capt. Winckler	WEDNESDAY, 27th Aug. at noon. T. 9,600 Sept. at noon.
CALCUTTA, via Spore, Penang & Rangoon	KIRIN MARU Capt. Deguchi	SATURDAY, 23rd August.
BOMBAY via Singapore and Colombo, via T. 5,000	BOMBAY MARU Capt. Tazawa	MONDAY, 1st Sept.
KOBE & Yokohama	MIRANO MARU Capt. Fraser	THURS., 28th Aug. T. 16,000 Aug. 11 a.m.
NAGASAKI, Kobe & Yokohama	KUMANO MARU Capt. Winckler	TUESDAY, 27th Aug. T. 9,300 Aug. 5 p.m.
KOBE	KAMAKURA MARU Capt. Hori	FRIDAY, 28th Aug. T. 12,500
SHANGHAI, Kobe & Yokohama	CEYLON MARU Capt. Noguchi	WED'DAY, 20th August. Cargo only.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

YOKOHAMA K. O. MOJI NAGASAKI

Return.	Return.	Return.	Return.
1st class ... \$135	\$12	\$108	\$95
2nd class ... \$61	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan. For further information apply to Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION:

For Steamers To Sail.

SAIGON	KANSU	To Sail.
		20th Aug. at 4 p.m.
MANILA, CEBU & ILOI	"TAMING"	20th Aug. at 4 p.m.
SHANGHAI	"ANHUI"	21st Aug. at 4 p.m.
SHANGHAI	"CHENAN"	23rd Aug. at m'night.
MANILA, CEBU & ILOI	"TEAN"	26th Aug. at 4 p.m.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australasia, New Zealand and Tasmania Ports.

AUSTRALIAN ORIENTAL LINE.

MANILA, Zamboanga & Australian ports	"CHANGSHA"	27th Aug. at noon.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI".

MANILA LINE	"Chinhua," "Taming" and "Tean."	Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

SHANGHAI LINE	The Twin Screw steamers "Anhui," "Chenan," "Linan" and the S. S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE
AgentsTelephone No. 36
Hongkong 20th August, 1913.Telephone No. 36
Hongkong 20th August, 1913.

Shipping

HONGKONG — PHILIPPINES.

PHILIPPINES STEAMSHIP CO

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)
For Steamship On
SHANGHAI..... HANGSANG* Sat, 23rd Aug. at 12 p.m.
S'PORE, Penang & C'cutta, LOVAT* Sat, 23rd Aug. at 2 p.m.
MANILA..... YUENSANG* Sat, 23rd Aug. at 2 p.m.
S'PORE & S'pore..... ONSANG* Tues, 26th Aug. at 2 p.m.
S'HAI, Kobe & Moji, FOOKSANG* Thurs, 28th Aug. at noon
S'PORE, Penang & C'cutta SUISANG* Fri, 29th Aug. at 2 p.m.
MANILA..... LOONGSANG* Satur, 30th Aug. at 2 p.m.
RETURNS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fockeang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang," "Kumsang," "Lovat," "Yatshing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choyang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-class
Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze
Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtao.

For Freight or Passage, apply to JARDINE, M'HSUN & CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG:

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamers. Date of Sailing

LONDON, ROTTERDAM } & ANTWERP } FALLS OF ORCHY about 21st August

New Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA V'COUVER S'TLE } DEN OF CROMBIE about 24th Aug

TACOMA & PLAND } TACOMA & PLAND } DEN OF GLAMIS... 21st Sept.

VICTORIA V'VER S'TLE } DEN OF GLAMIS... 21st Sept.

TACOMA & PLAND } TACOMA & PLAND } DEN OF GLAMIS... 21st Sept.

Cargo accepted or through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., AGENTS.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON, EASTWARD.

The S.S. "FULTALA" 4154 tons gross, Capt. Chidly, will be despatched for YOKOHAMA, KOBE & MOJI on the 27th August at 4 p.m. taking cargo and passengers at current rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD., AGENTS.

Telephone No. 215.

Hongkong, 20th August, 1913.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEIMASERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 38' x 34' 6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

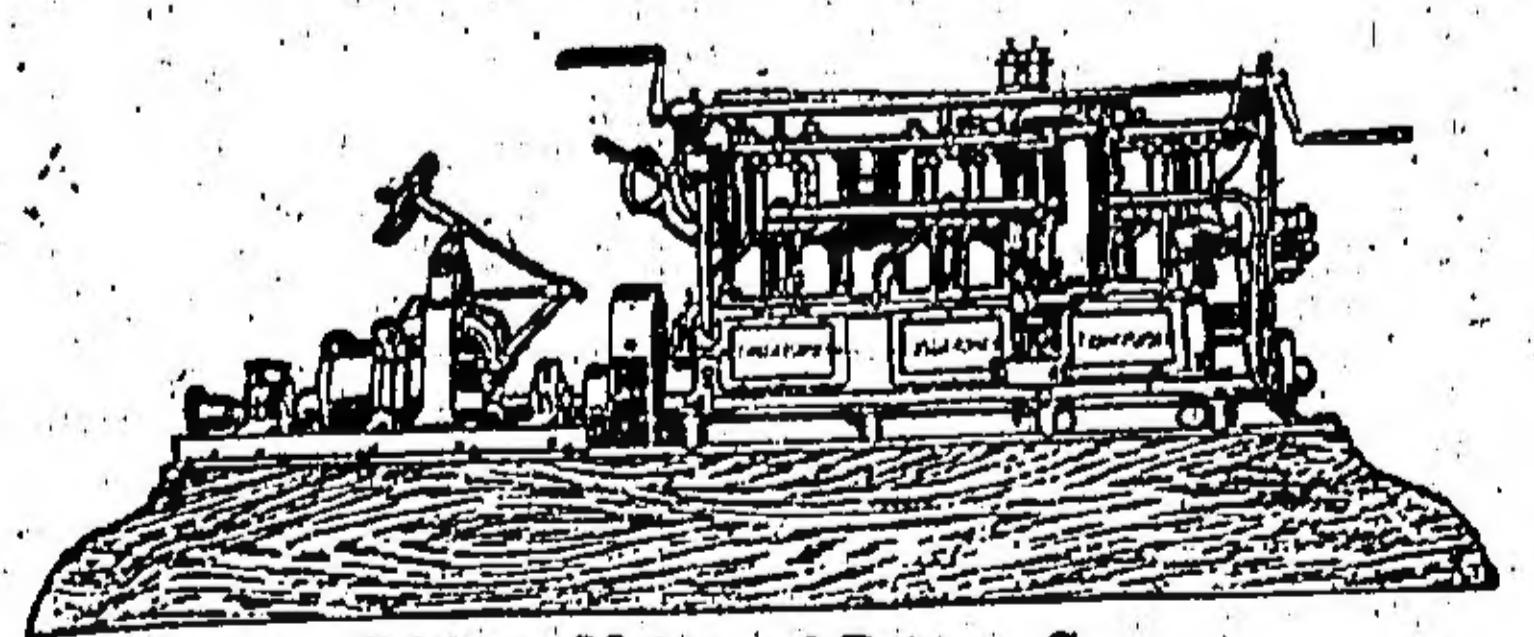
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2, to

150 B. H. P. As supplied to the British Admiralty & War Office.



0.6 type Motor and Reverse Gear.

B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of

11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address—TAIKOODOCK.

TELEPHONE No. 22

VESSELS TAKING CARGO.

European Ports:

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched
London Rotterdam and Antwerp	Falls of Orchy	J. M. & Co.	21 August
London via Usual Ports of Call	Arcadia	P. & O. Co.	30 August
Havre, Emden and Hamburg &c.	Silesia	H. A. L.	28 August
Havre, Emden and Hamburg &c.	Suevia	H. A. L.	4 Sept.
Marseilles & Hamburg, &c.	Saxonia	H. A. L.	24 August
Marseilles, Rotterdam, Hamburg & Antwerp, &c.	O. J. D. Ahlers	H. A. L.	7 Sept.
Marseilles, London & Antwerp via S'pore, &c.	Chili	M. M. Co.	26 August
Trieste, Fiume, Venice via Singapore, &c.	Miyasaki Maru	N. Y. K.	27 August
Glasgow & Antwerp	Vorwaerts	S. W. & Co.	2 September
Glenroy	Glenroy	S. T. & Co.	22 Aug.

New York, San Francisco and Canada.

Boston and New York	Kansas	B. L.	2 Sept.
San Francisco via Keelung & Japan &c.	Mongolia	P. M. Co.	23 August
San Francisco via Shanghai & Japan, &c.	Nipp. Maru	T. K. K.	26 August
San Francisco via Manila and Japan, &c.	Persia	P. M. Co.	13 Sept.
Victoria, B.C., & Seattle via Keelung, &c.	Tambu Maru	N. Y. K.	28 August
Victoria, S'tle and/or T'conu, & P'land (Or.)	Ucheinark	H. A. L.	27 August
Victoria, B.C., & Tacoma via Keelung, &c.	Canada Maru	O. S. K.	23 August
do	Tacoma Maru	O. S. K.	4 September
Vancouver via Shanghai and Japan, &c...	Monteagle	C. P. R. Co.	30 August
do	E. of Japan	C. P. R. Co.	27 August
Vancouver, Portland, &c.	Den of Glamis	J. M. & Co.	21 August
Mexican, Peruvian and Chili Ports via Japan...	Byo Maru	T. K. K.	4 October

Australia.

Australian Ports via Manila	Changsha	B. & S.	25 August
do	Nikko Maru	N. Y. K.	27 Aug.
do	P. Waldemar	M. & Co.	6 September
do	St Albans	G. L. & Co.	10 Sept.

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroem	J. C. J. L.	Quick despatch
do	Tjimahi	J. C. J. L.	Quick despatch
Japan	Tilliwong	J. C. J. L.	Quick despatch
Kobe	Kamakura Maru	N. Y. K.	29 Aug.
Kobe and Yokohama	Hirano Maru	N. Y. K.	26 Aug.
Yokohama and Kobe via Shanghai	Austria	S. W. & Co.	30 Aug., about
Yokohama, Kobe and Moji	Dilwara	D. S. & Co.	24 August
do	Fultals	J. M. & Co.	29 August
Moji, Kobe and Yokohama	Saigon Maru	O. S. K.	22 August
Manila, Mangarin, Iloilo and Cebu	Zafiro	S. T. & Co.	25 August
do	Rubi	S. T. & Co.	4 Sept.
Manila, Cebu and Iloilo	Tean	B. & S.	25 Aug.
do	Loongsang	J. M. & Co.	30 August
Nagasaki, Kobe & Yokohama	Yuensang	J. M. Co.	23 Aug.
Shanghai, Moji, Kobe & Yokohama	Kumano Maru	N. Y. K.	20 August
do	Yeddo	A. N. & Co.	7 Sept.
Shanghai, Kobe & Yokohama	Nore	P. & O.	23 Aug., about
do	Chili	M. M. Co.	Quick despatch
Shanghai, Kobe & Moji	Magellan	M. M. Co.	25 Aug.
Shanghai, Kobe & Moji	Foksang	J. M. & Co.	28 August
Shanghai, Yokohama, Kobe and Moji	Peking	A. N. & Co.	30 Aug., about
Shanghai, Tsingtau, Kobe and Yokohama	Tjilatjap	J. C. J. L.	Quick despatch
Shanghai	Tjipanas	J. C. J. L.	Quick despatch
do	Africa	S. W. & Co.	31 August
do	Devacha	P. & O. Co.	28 Aug., about
do	Chenan	B. & S.	23 Aug.
do	Hangsang	J. M. & Co.	23 August
Swatow, Amoy and Foochow	Haiching	D. L. & Co.	26 Aug.
do	Haitan	D. L. & Co.	22 Aug.
Singapore, Penang, & Calcutta	Lovat	J. M. & Co.	22 August
do	Suisang	J. M. & Co.	29 August
Foochow via Swatow and Amoy	Kaijo Maru	O. S. K.	27 Aug.
Tamsui via Swatow and Amoy	Daigi Maru	O. S. K.	24 Aug.
Swatow	Hajmum	D. L. & Co.	20 Aug.
Singapore, Penang, Rangoon & Calcutta	Kirin Maru	N. Y. K.	23 Aug.
Singapore and Sourabaya	Onsang	J. M. & Co.	26 August
Bombay via S'pore Port Sh'ham, Pen'g & U'bo	Luzon Maru	O. S. K.	4 Sept.
Bombay via Singapore, & Colombo	Bombay Maru	N. Y. K.	1 Sept.
Jesselton, Kudat and Sandakan	Borneo	M. & Co.	End of Aug.

BOLINDERS CRUDE OIL MOTORS.

ARE USED IN THE

BRITISH and in the GERMAN Navy.

ULDERUP & SCHLUTER.

HONGKONG,

21 CONNAUGHT ROAD CENTRAL.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For	Vessel.	Hongkong.

<tbl_r cells="3" ix="1" maxcspan="1" maxr

HOTEL LISTS.

Hongkong Hotel:
 Abrendts, Mr. & Leenan, T.
 Mrs. MacInyre, Mr.
 Ausle, H. A. and Mrs. Neil
 Bargmann, F. Martin, G.
 Barberini, E. T. Mason, C. Fare
 Bates, E. R. brother
 Bates, H. E. Matheson, Miss
 Bellios, Mrs. E. M.
 R. Matheson, Mrs.
 Berger, R. R. T.
 Blum, A. N. Maxstead, Capt.
 Baldwin, G. L. H. R.
 Beattie, W. H. McKeeson, Dr. G.
 Castro, Mr. & W.
 Mrs. F. H. D. E. Mehta, B. K.
 Castro, Miss D. Marecki, J.
 E. Moulder, A. B.
 Castro, Master Mulder, Mr. &
 D. E. Mrs. J. D. F.
 Cambridge, A. J. Peterkin, Nor
 Chapelle, F. T. man
 Clark, A. A. O'Leary, Miss
 Coleman, Dr. A. G.
 L. E. F. Oliver, Beach,
 Dowley, W. A. Ormsiston, J.
 Davis, C. H. Poll, G. E.
 De'caneo, Mr. & Roxas, Mrs.
 Mrs. & 2 child Roxas, Master
 ren, Ray, E. H.
 Dewart, J. Roxburgh, R. R.
 Douglas, Mr. & Reay, Miss F.
 Mrs. R. H. Rankin, E. H.
 Eddy, Capt. G. W. Rodes, G.
 Ehrenfels, Mr. & Sibley, J. C.
 Mrs. H. E. Singer, E. T.
 Egeber, Mrs. E. Smith, Mr. and
 L. Mrs. E. E.
 Fisher, H. G. Shriver, J. A.
 Gallotte, H. Sorby, V.
 Garrow, H. Stoner, Mr. and
 Gears, Mr. and Mrs. H. B.
 Mrs. L. H. Square, Miss A.
 Gillespie, Dr. J. Saffer, J.
 M. Stratton, Mrs.
 Gordon, A. G. Smith, Mrs.
 Goulbourn, V. Soriano, Mr. &
 Gourgey, I. Mrs.
 Grimeshaw, R. J. Soriano, Miss C.
 Grisogono, P. O. Soriano, Miss
 Von, M.
 Grossmann, Mr. Swett, Mrs. W.
 & Mrs. P. H.
 Gumbitz, A. K. Southmayd, J.
 Hall, P. C. B.
 Hanna, Dr. J. G. Souza, Mrs. A.
 Hannibal, Mr. & J. de
 Mrs. W. A. Swift, Mr. &
 Harbord, W. T. Mrs. G. H.
 Hewitt, Hon. Mr. Thomson, Mrs.
 E. A. O. M. G. A. A.
 Hicks, Mrs. J. J. Thomson, Miss
 Hennessy, G. J. O.
 Hall, T. Q. Tapp, J. R.
 Hale, E. R. Theodorides, E.
 Hoube, W. M. Th.
 Judah, Mrs. A. Vinson, Miss
 N. E. M.
 Johnson, Mr. & Walker, Capt.
 Mrs. H. A.
 Kabel, E. S. Weidler, W. E.
 Kadourie, Ellis White, F. W.
 Knight, Mr. & Wood, G. G.
 Mrs. W. B. Westlyn, Miss
 Kruseman, A. L.
 Lloyd, G. T. Williams, Mrs.
 Lobb, Dr. E. L. M. S.
 M.

MOVEMENTS OF STEAMERS.

MERCHANT STEAMERS.

The N. Y. K. s.s. Sado Maru (American Line) left Seattle for this port on the 12th inst., and is expected here on the 14th Sept.

The N. Y. K. s.s. Tango Maru (European Line) left London for this port via ports of the 2nd inst., and is expected here on 10th September.

The I. C. N. S. s.s. Fockeang from Calcutta is due at Hongkong on the 26th Aug.

The I. C. N. S. s.s. Laisang from Calcutta is due at Hongkong on the 31st August.

The I. C. N. S. s.s. Chunsang from Sourabaya is due at Hongkong on the 28th August.

The S. L. s.s. Den of Crombie from London is due at Hongkong on the 21st August.

The S. L. s.s. Harpaloo from Portland is due at Hongkong on the 31st inst.

VESSELS IN PORT.

Steamers.

Ajax, Br. s.s. 4,477, G. S. Thompson, 14th inst.—Nagasaki

10th inst., Gen.—B. & S. Ataka Maru, Jap. s.s. 2,431, N. Naguchi, 14th inst.—Chinawantau 7th inst., Coal.—K. Mining.

Baron Ardrrossan, Br. s.s. 2,775, L. M. Reid, 13th inst.—Kobe

7th inst., Gen.—Gilmans. Haldia, Nor. s.s. 1,065, J. J. G. 30th July, Sugar.—J. C. J. L.

Kenkon Maru, Jap. s.s. 2,184, T. Yamamoto, 14th inst.—Moji, Coal.—Mitsubishi.

Kyado Maru, Jap. s.s. 1,965, S. Marasaki, 14th inst.—Newchwang 7th inst., Coal.—M. B. F.

Landrat Scheiff, Ger. s.s. 1,620, A. Struve, 11th inst.—Saigon

8th inst., Rice.—S. & Co. Rajah, Ger. s.s. 1,275, T. Boies-smy, 12th inst.—Sandakan 5th inst., Timber.—M. & Co.

Rajaburi, Ger. s.s. 1,189, C. Wolff, 13th inst.—Saigon 9th inst., Rice.—B. & S.

Solveig, Nor. s.s. 2,389, O. S. Bogh, 13th inst.—Java 2nd inst., Sugar.—A. T. & Co.

Tsintau, Ger. s.s. 1,002, F. Brickling, 11th inst.—Hoichow 10th inst., Rice.—M. & Co.

Kwongwai, Ger. s.s. 2,795, F. Minkwitz, 15th inst.—Bangkok, Rice & Meal.—N. G. Lloyd.

Cara Jebson, Ger. s.s. 1,103, T. Bendsen, 15th inst.—Bangkok 14th inst., Rice.—C. M. S. N. Co.

Unkai Maru, Jap. s.s. 2,275, Y. Nagato, 31st July—Moji 24th July, Coal.—M. B. K.

Lovat, Br. s.s. 3,901, R. Glegg, 15th inst.—Kobe 10th inst., Gen.—D. & Co.

Taming, Br. s.s. 1,356, Penndather, 15th inst.—Cebu, Illoilo and Manila 12th inst., Gen.—B. & S.

Nippon Maru, Jap. s.s. 3,452, A. G. Stevens, 15th inst.—San Francisco 19th July, Gen.—S. Morimoto.

Huapeh, Br. s.s. 1,205, Tucker, 15th inst.—Amoy 13th inst., Ballast.—B. & S.

Tjikini, Dut. s.s. 847, A. W. La Rooy, 15th inst.—Batavia 8th inst., Gen.—J. C. L.

Hongkong, Fr. s.s. 739, A. Marquerite, 16th inst.—Hainan 14th inst., Gen.—A. R. Martry.

Mongolia, Amer. s.s. 8,700, Emery Rice, 16th inst.—San Francisco 14th inst., Gen.—P. M. S. S. & Co.

Soshu Maru, Jap. s.s. 1,119, K. Tashiro, 16th inst.—Swatow 15th inst., Gen.—O. S. K.

Bermuda, Ger. s.s. 4,590, Feldmann, 17th inst.—Shanghai 14th inst., Gen.—H. A. L.

Derwent, Br. s.s. 1,500, Jenkins, 16th inst.—Sourabaya 8th inst., Sugar.—Mat Fat.

Eiger, Nor. s.s. 875, E. Fingalsen, 16th inst.—Newchwang 10th inst., Beans & Gen.—Kwong Hoi Tay

Narrung, Eng. s.s. 3,775, N. A. Stark, 17th inst.—Mazatlan 18th July, Ballast.—Eng. Fong.

Grand Hotel, Hill, Miss.

Allen, Mr. & Hyde, Capt.

Barde, Jack Mr. & Mrs.

Crew, Mr. and Capt. Dr.

Mrs. A. B. Lewington, Capt. J. S.

Cecil, Miss Lorria, F.

Frith, A. McGrath, J.

Fearon Michael, Miss

Frenck, C. Mowat, Capt.

Freese, M. Poole, Mrs.

Frampton, Miss Faunceford, J.

Gooding, S. Romaine, Miss

Gourier, V. Smith, R.

Greenhill, Miss Wissmann, C.

Craigieburn.

Caldwell, Mr. Meurer, Mrs.

Caldwell, Miss McDougall, Mr.

Carpenter, Mr. and Mrs.

and Mrs. McCraig, J.

Cornell, W. A. Reynaud, Ma-

Kydd, Mr. and Dame & mon-

sieur

Galbraith, V. Smith, Mrs. G.

M. Smith, E. G.

Guernier, Mrs. Wood, E. M.

Consignees

TOYO KISEN KAISHA.

FROM SAN FRANCISCO, via HONOLULU, JAPAN PORTS, AND SHANGHAI.

THE Steamship

"NIPPON MARU."

The above named steamer having arrived, Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from

Cargo remaining undelivered on Sat., August 16th at noon will be landed at consignee's risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No claim will be recognised after the Goods have left the Godown, and all Goods remaining undelivered on Aug 1st 23rd at 6 p.m. in the afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged cargo to be left in the godown, and examination of same to be held on Aug 27th at 10 a.m.

All claims must be filed on or before Aug 30th, otherwise they will not be recognised.

S MORIMOTO,

Agent, Hongkong, 15th August, 1913 (460)

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

S.S. "MONGOLIA."

The above mentioned vessel having arrived, Consignees of cargo are hereby notified to send in their Bills of lading for countersignature and take immediate delivery of cargo from alongside.

Cargo impeding discharge will be landed immediately at consignee's risk and expense.

Cargo remaining undelivered Tuesday the 19th, inst., at noon will be landed at consignee's risk and expense.

Cargo remaining undelivered Saturday August 23rd 1913, at noon, in addition to landing charges, will be subject to storage charges.

No fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown Fidley August 22nd, 1913, at 10 a.m.

No claims will be entertained unless accompanied by shore delivery note or list of exceptions taken at the time of delivery to consignee and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before Saturday 16th August 1913, otherwise they will not be recognised.

R. C. MORTON,

Agent, Hongkong, 15th August, 1913 (432)

CHINA IMPORTS LESS FLOUR.

Depreciated Currency Responsible for Unsatisfactory Market,

FROM KOBE AND MOJI.

NOTICE TO CONSIGNEES.

THE Steamship

"TORILLA."

having arrived at the above port, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignee's risk and expense into the hazardous "Godowns" of the Hongkong and Kowloon Wharf and Godown Company Limited.

No fire insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD.

Agents, Hongkong, 19th Augt. 1913. (415)

To Sail

AMERICAN ASIATIC S.S. CO.

Hongkong—New York.

FOR NEW YORK & PORTS & SUZUKANAL.

(With liberty to call at the Malabar Coast)

S.S. "BLOEM" on or about 22nd FONTEIN August, 1913.

For freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 23rd May, 1913. (849)

Co. Sail

THE AMERICAN AND MANCHURIAN LINE.

(BUCKNALL STEAMSHIP LINES LTD.)

THE Steamship

"KANSAS"

Captain R. Linklater, will be despatched from Hongkong on or about 2nd September for

BOSTON and NEW YORK (with liberty to call at the Malabar Coast)

For freight and further particulars apply to

THE BANK LINE Limited.

Agent, Hongkong, 12th August, 1913. (849)

The World's Cup of

COMMERCIAL.

Coconut Oil Prices.

Recent developments in the market for coconut oil are not at all to the liking of the consuming public. Prices are higher than at any time during the year and in fact higher than at any time in 1912. The market has been on an upward turn for some months and this has led consumers to buy sparingly under the impression—the wish being father to the thought—that prices would give way when new supplies reached the various markets. This neglect of buyers to provide for future wants makes the present situation all the more acute since many find themselves forced to bid for stocks in the present market when their presence is an invitation for dealers to advance values still higher. The monsoon period is on in India, which is not favourable for shipments from that country even though ample stocks were held there, which, however, is not the case, for scarcity of oil extends to primary points as well as to the consuming countries. Reports from Liverpool state that Ceylon oil is held there at 10d. per pound c.i.f. New York and spot oil in this market cannot be bought under 11d. per pound. Holders of oil have the situation well in hand and realising the position of buyers they are demanding prices which the former must accept or else leave their needs unfulfilled. All grades of coconut oil are affected by this temporary condition and prime East India Cochin is quoted at 12 and 12½c. for spot parcels. Foreign operators have been buying steadily regardless of prices asked and offerings are not accumulating in sellers' hands as a result of the rise in prices. Small shipments of copra have been the underlying cause for the scarcity of oil and the raw material now offered is at such a price that present values are low in comparison. Exports of coconut oil into the United States during May were 2,952,615 pounds, valued at \$246,217, which is considerably below the average monthly consumption in this country. The figures of decreased imports tell the story of why the domestic trade is practically bare of stocks and furnish statistical proof that present prices are founded upon material grounds. However, the fact that shipments are below spot prices indicates that the present stringency is but temporary, though there is no indication that coconut oil prices will recede to any extent and the outlook favours a continuance of comparatively high prices such as have ruled during the past few months.

The market for coconut oil was strong in all quarters, and new high records were established abroad. The scarcity of oil for prompt and nearby shipment, and the firm market for copra at primary centers is the cause for the advance, and trade authorities look for no material change in the situation in the near future. Trading was good throughout the week, and reports from abroad state that consumers have been buying up all offerings, almost regardless of the price. Friday's cable from London quoted Ceylon oil July-August at \$25 12s 6d per ton, and August-September at \$24 17s 6d, the latter figure being equal to about 10c. per pound, c.i.f. New York. Sales of round lots of Ceylon oil were reported in the local market at 10c. per pound forward shipment, and while some odd lots of spot oil changed hands at 10c., the asking figure at the close was 11c. Shipments of new crop copra have been coming forward slowly and dealers contend that the cost of the oil is comparatively low when the raw materials is taken into consideration. Cochin oil was wholly nominal, and as no shipments of new oil may be expected for some time, sellers had things very much their own way. Spot oil closed at 12c. to 12½c. per pound, with small lots sold at the high figure. Futures closed at 11c. per pound. (New York Oil Reporter.)

Entertainments.

VICTORIA THEATRE

AN ENTIRE CHANGE OF PROGRAMME

FOR

19th August & 20th August

INCLUDING

THE GREAT DRAMATIC PICTURE

"THE SEWER"

IN TWO PARTS

AND SOME VERY COMIC FILMS.

HUGE SUCCESS OF

OLGA MONTEZ

AND

KITTY RAYNOR.

BIJOU SCENIC THEATRE.

7.15 p.m. & 9.15 p.m. EVERY EVENING.

ALL NEW PICTURES

VIEWS TAKEN AT THE EDUCATION CONGRESS

THE WIFE OF HIS CHOICE

MRS. LAVINIA'S BIRTHDAY

Made in Australia.

If the announcement that the Australian Railways have decided to order 80 locomotives from British makers be confirmed, it would seem to point to an important reversal of policy. For some time past it has been the practice to construct as many locomotives as possible in Australia, to benefit local labour and industries, although this is considerably more expensive than buying them from England, even when taking into account the cost of freight.

Church and State.

M. Edouard Aynard, who died recently in the French Chamber, was for nearly a quarter of a century the Parliamentary representative of Lyons, his birthplace. He was a recognised authority on economical, industrial, and financial questions. M. Aynard, who was several times elected Vice-President of the Chamber, took a firm stand in recent Church and State discussions, advocating tolerance both to Churchmen and secularists.

The market for coconut oil was strong in all quarters, and new high records were established abroad. The scarcity of oil for prompt and nearby shipment, and the firm market for copra at primary centers is the cause for the advance, and trade authorities look for no material change in the situation in the near future. Trading was good throughout the week, and reports from abroad state that consumers have been buying up all offerings, almost regardless of the price.

SHEWAN TAMES & CO.

General Managers.

Hongkong, 16th Aug., 1913 (309)

Public Companies

INDO-CHINA STEAM NAVIGATION CO., LTD.

DIVIDEND Warrants date London 25th June 1913 may be had on application at the Offices of the undersigned.

JARDINE, MATHESON

CO., LTD.

General Managers.

Hongkong, 16th August, 1913. (488)

NOTICE.

ON and from October 1st, 1913, the price of Gas to the Public will be reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors.

J. McCUBBIN.

Acting Local Secretary and Resident Engineer.

Notice

HONGKONG & SHANGHAI BANKING CORPORATION.

THE Dividend Declared for the Half-Year ending 30th. June, 1913, at the Rate of Two Pounds Sterling Per Share of \$125 is Payable on and after MONDAY, the 18th. August, Current, at the Offices of the Corporation, where Shareholders are requested to apply for warrants.

By order of the court of Directors.

N. J. STABB.

Chief Manager.

Hongkong, 16th Aug., 1913. (964)

NOTICE

NOTICE is hereby given that under instructions from the Management I have assumed charge of the local agency of this company from the 16th inst.

R. C. MORTON.

Agent.

Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—60 Wall Street, New York

London Office—15 Bishopsgate, E.C.

BRANCHES:

Bomber Manila Mexico

Calcutta Colombo

Cebu Panama

Colombia San Francisco

Hongkong Yokohama

Capital and Reserves \$1,000,000 (Gold)

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the issue

DEPOSITS RECEIVED, fixed for one year at 6% per annum, or for shorter periods, at rates which may be agreed upon.

DEALINGS IN NEGOTIATED AND COLLECTED, MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted in all the principal cities in the World.

THE BANKS CIRCULAR LETTERS OF CREDIT are available in all the principal cities in the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares

TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG,

Manager.

9, Queen's Road, Hongkong.

Hon. Mr. D. Landale—Deputy

Chairman.

G. Friesland, Esq.

C. S. Gubbay, Esq.

P. H. Holycross, Esq.

G. H. Laurenz, Esq.

F. Lieb, Esq.

W. L. Patten, Esq.

J. A. Plummer, Esq.

Hon. Mr. E. Shellim.

H. A. Siebs, Esq.

CHIEF MANAGER:

Hongkong—N. J. Stabb.

MANAGER.

Shanghai—A. G. Stephen.

London Bankers—London

County and Westminster

Limited.

Head Office—YOKOHAMA

Branches

Antung-Hsien Nagasaki

Bombay Newchwang

Calcutta New York

Changchun Osaka

Dairen Pekin

Fengtien Ryojun Port

Harbin (Arthur)

Hankow San Francisco

Honolulu Shanghai

Kobe Tieling

Liao-Yang Tientsin

London Tokyo

Lyons Los Angeles

Agencies at

Branches

Antung-Hsien Nagasaki

Bombay Newchwang

Calcutta New York

Changchun Osaka

Dairen Pekin

Fengtien Ryojun Port

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Dairen Pekin

Fengtien Ryojun Port

Harbin (Arthur)

Hankow San Francisco

Honolulu Shanghai

BENEFIT CONCERT.

A very excellent concert was given last evening at the R. E. Theatre, Wellington Barracks, the proceeds of which are for the benefit of Sapper L. Rouse R.E., who lost his leg as the result of an accident. The first part of the programme was devoted to instrumental and vocal items, and the second to the "Area Belle" a farce, which while it has been already played in Hongkong, was decidedly worth repeating. Among the vocalists special mention should be made of Messrs W. B. Cawsey and R. E. White who gave some excellent solos, and combined well in duets. "Dainty Daisy" Lockyer gave a charming dance, his make up being decidedly good, and Captain Robinson, A.O.C., contributed two fine comic songs which were heartily appreciated.

"The Area Belle" was remarkable for the good performances of Messrs. Lockyer and Walden, as Penelope and Mrs. Croaker respectively. Both were well made up, while the business of Mrs. Croaker, was only excelled by the dainty acting of Penelope. Sapper Reynolds, R.E., was a fine "Chalks" and made love in a pleasing manner. The Tosser of Corp. Brand, A.O.C., was sustained in excellent manner and his comic passages with the efficient Sapper Dicks, as Pitcher, kept the house in roars of laughter.

The full programme was as follows:—

1—Opener, "The Great Divide" Lewis Maurice, Orchestra.

2—Coon Song, "In good old Tennessee" Gun. Turner R.G.A.

3—Song, "The Bandolero" Leslie Stuart, M. R. E. White.

4—Dance, "Dainty" Daisy Lockyer.

5—Song "To Cheer him up" Alec. Kendal, Mr. A. B. Allan.

6—Song "Love could I only tell thee," Mr. W. B. Cawsey.

7—Lightning Sketches, Prof. Ded. Urward.

8—Piccolo Solo, "Polacca Picaroon" Q.M.S. E. Jenkins.

9—Step Dance, Tptr. Miller, R.G.A.

10—Song, "The Fireman," Capt. Robinson.

11—Duet, "Flow Gently Deva," Parry, Messrs. W. B. Cawsey and R. E. White.

Overture. The Merry Widow, Franz Lehár, Orchestra.

The Area Belle, An Original farce in one act, cast:—Toss (Soldier) Corp. A. Brand, A.O.C.; Pitcher (Policeman) Sapper T. Dicks, R.E.; Walker Chalks (Milkman) Sapper W. K. Reynolds, R.E.; Mrs. Croaker (The Missus!) Miss "Liz" Walden; Penelope (The Area Belle) Miss "Daisy" Lockyer.

Scene.—A. Kitchen.

Orchestra:—Violins:—Mr. J. G. Flynn; Q. M. S. E. Jenkins, R.E.; Corp. Reynolds, A.S.C.; Cello, Mr. S. Paul; Flute, Corp. R. Alexandra, D.C.L.I.; Cornet, Pte. C. Howell, D.C.L.I.; Pianist:—Mr. M. D. Silas.

Machinists:—Sappers. Trill, Wardman and Page, R.E.; and Scenery Painter, Sapper Durward, R.E.

THE BEST COFFEE

is the Cheapest in the end, and one of the very best is LOTUS MOKHA COFFEE. In the Cup it is rich, winy and fragrant—the key-note of an appetizing breakfast—a satisfying close to a busy day.

OBTA ABLE FROM

ALL GROCERS.

H RUTTON JEE & SON,
14, QUEEN'S ROAD CENTRAL

COMPANY REPORT.

The China Mutual Life Insurance Company, Limited.

The fifteenth annual report of the China Mutual Life Insurance Co., Ltd states:—

The Directors have pleasure in presenting their report for the year ending 31st March, 1913.

New Business.—New applications received during the year amounted to \$12,358,706. Policies were issued for \$11,020,728 and applications for \$1,837,984 were postponed or declined.

Three annuities were granted for a total of \$686,16 per annum in consideration of single Premiums of \$11,532.88.

The total Insurance in Force on 31st March, 1913, amounted to \$45,037,000 of which policies to the amount of \$359,182 were re-insured.

Income:—The Income for the year amounted to \$3,981,764.12.

Assets:—The total assets now amount to \$11,958,437.26 an increase during the year of \$657,360.73.

Payments on Policies.—The total amount paid to policy-holders and beneficiaries during the year amounted to \$2,152,248.39 making a total of \$9,238,890.67 paid since the Company's inception.

The Accounts have been audited by your Auditors, Messrs. G. H. and N. Thomson who have given their certificate. They retire, but are eligible for re-election.

The present Directors of the Company are Messrs. C. R. Burkhill, C. Stephenson, A. M. Marshall and A. W. Burkhill.

Mr. A. M. Marshall was elected to fill the place of Mr. J. A. Wattie who retired on his departure for Europe, and Mr. A. W. Burkhill was elected during the year, both of which elections you will be asked to confirm.

In accordance with the Deed of Settlement Mr. C. R. Burkhill retires, but being eligible, offers himself for re-election.

The Office of Managing Director has been allowed to lapse and the management has been entrusted to two managers, viz., Mr. S. B. Neill, F.I.A., F.S.S., who is now Manager and Actuary and Mr. J. K. Tweed who has been appointed Manager and Secretary.

Mr. George King, F.I.A., F.F.A., F.A.S., the Company's Consulting Actuary, was invited to visit Shanghai in connection with the Quinquennial Valuation as at 31st March, 1913, and to report on the financial position of the Company generally. His report will be presented at the Meeting.

PIRATES AT NAM TAU.

We have been informed that pirates at Nam Tau have been giving the residents of the district considerable trouble, and the people have sent a message to the Chinese Authority at Canton asking for immediate assistance.

BUNKERS

can be applied at cheap rates.

at SANDAKAN & SFBATTIK (British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

Previous
French Mail

American Mail

Straits
Siberian Mail

Philippine Islands

Canadian & Siberian Mail

Australian Mail

POST OFFICE.

The Empress of Japan with the Canadian and American Mail ex Tenyo Maru left Shanghai on Monday, the 18th inst., at 7.30 a.m. and is expected to arrive here on Wednesday, the 20th inst., at 6 p.m.

MAILS DUE.

Canadian & American, Empress of Japan, 20th inst.

MAILS ARRIVED TO-DAY

Luetzow, Europe.
Hokkaido Maru, Keelung.
Phuentsip, Saigon.
Balmain, Swatow.
Diliwara, Calcutta.

MAILS CLOSE.

Japan via Moji—Per Kachidate Maru, 20th inst., 5 p.m.
Shanghai, North China & Japan via Kobe (Europe via Siberia)—Per
Siberia Mail Luetzow, 20th inst., 5 p.m.

Shanghai, North China, Dalmatia & Japan via Moji—Per Shimosa, 20th inst., 5 p.m.

Delagoa Bay, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town—Per Baron Ardrrossan, 21st inst., 8 p.m.
Hoihow & Pakhoi—Per Mathilde, 21st Aug., 8 a.m.

Hoihow, Haiphong, Pakhoi and Saigon—Per Hongkong, 21st inst., 9 a.m.

Swatow, Amoy and Formosa via Atping & Takao—Per Sosho Maru, 21st Aug., 9 a.m.

Swatow & Bangkok—Per Clara Jelsen, 21st inst., 9 a.m.

Dairen—Per Atago Maru, 21st inst., 11 a.m.

Macao—Per Sui Tai, 21st August, 1.15 p.m.

Shanghai and North China—Per Anhui, 21st Aug., 3 p.m.

Swatow, Amoy and Foochow—Per Haitan, 22nd Aug., 10 a.m.

Macao—Per Sui Tai, 22nd August, 1.15 p.m.

Shanghai and North China—Per Hangesang, 22nd inst., 5 p.m.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria and Tacoma—Per Canada Maru, 23rd inst., 11 a.m.

Formosa via Keelung, Shanghai, North China, Japan via Nagasaki Honolulu, United States, & South America, Canada via San Francisco (Europe via Siberia)—Per Mongolia, 23rd Aug., noon.

Straits and India via Calcutta—Per Lovat, 23rd Aug., 1 p.m.

Macao—Per Sui Tai, 23rd Aug., 1.15 p.m.

Straits and India via Calcutta—Per Tortilla, 23rd Aug., 2 p.m.

Philippine Islands—Per Yuen-sang, 23rd August, 1 p.m.

Shanghai & North China—Per Europe via Siberia—Per Chenan, 23rd Aug., 5 p.m.

Swatow—Per Haimun, 24th inst., 9 a.m.

Philippine Islands—Per Zafiro, 25th August, 3 p.m.

Swatow, Amoy and Foochow—Per Haiching, 26th August, 10 a.m.

Japan via Nagasaki—Per Kumano Maru, 26th Aug., 10 a.m.

Saligon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon, Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)—Per Chili, 26th August, 11 a.m.

Philippine Islands, Japan via Nagasaki, Honolulu, United States, South America and Canada via San Francisco—Per Nippon Maru, 26th inst., 11 a.m.

Straits and Sourabaya—Per Onsang, 26th August, 1 p.m.

Philippine Islands—Per Tean, 26th August, 3 p.m.

Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B. C. and Seattle Wash—Per Tamba Maru, 26th inst., 3 p.m.

Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin—Per Changsha, 27th inst., 10 a.m.

SHIPPING NEWS.

ARRIVED.

Unkai Maru, Jap. s.s. 2,275, Y. Tanaka, 19th inst.—Canton, Coal—M.B.K., Anhui, Br. s.s. 1,354, J. B. Harris, 19th inst.—Canton, Gen. & B. & S.

Shimosa, Br. s.s. 4,321, H. S. Best, 19th inst.—New York 29th June Gen.—D & Co.

Borneo, Ger. s.s. 1,241, J. Kohler, 19th inst.—Sandakan 14th inst., Wood—M. & Co.

Luetzow, Ger. s.s. 5,115, H. Texor, 20th inst.—Hamburg 10th July Gen.—M. & Co.

Trocas, Br. s.s. 2,986, Laidman, 19th inst.—Tarakan 12th inst., Petroleum—A. F. & Co.

Riojun, Jap. s.s. 2,979, J. Yamaguchi, 19th inst.—Sourabaya 7th inst., Sugar—D. & Co.

Pheumpheng, Br. s.s. 1,065, I. H. Scott, 19th inst.—Saigon 15th inst., Rice and Gen. & Wo Fat Sing.

Unkai Maru, Jap. s.s. 2,275, Y. Tanaka, 19th inst.—Mojii 13th inst., Coal—M.B.K.

Torilla, Br. s.s. 3,189, C. J. Swanson, 19th inst.,—Mojii 14th inst., Coal and Gen.

Kansu, Br. s.s. 1,186, H. C. Tubb, 19th inst.,—Amoy 13th inst., Ballast—B. & S.

Haimun, Br. s.s. 641, Evans, 20th inst.,—Swatow 19th inst., Gen.—D. L. & Co.

Kashing, Br. s.s. 1,443, G. Byers, 20th inst.,—Tjilatjap 10th inst., Sugar—B. & S.

Haake, Ger. s.s. 1,786, K. Stabenow, 20th inst.—Newport 1st July, Coal—Order.

Wootton, 7 a 29.69 66 — sse 3 c

Nemuro 6 a — — —

Hakodate — — —

Tokio — — —

Kochi — — —

Nagasaki — — —

Kishima — — —

Oshima — — —

Naha — — —

Ishijima — — —

Bonito Is. — — —

Chesoo — — —

Whatwei 29.59 73 — sw 3 or

Hankow — — —

Ilobang — — —

Kukleng — — —

Changsha — — —

Shanghai 29.68 80 96 sw 1 b

Gutzlaff 29.71 83 — sw 4 bv

Sharp P. 7 a 29.78 85 — 0 b

Amoy 6 a 29.87 83 sse 2 b

Swatow — — —

Taihoku 5 a 29.82 — s 2 —

Taipei 29